



# TR TIMES

Kansas City Triumphs Sports Car Club

Volume 42—Number 1 April 2020



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## Directors Drippings I Didn't See This Coming!

By Steve Vehlewald, Director



Who would have thought two weeks ago we would be stuck at home and not able to go anywhere but on essential errands? Even if you can go somewhere most of the places are closed. If you did not foresee the future and plan ahead you are stuck.

Case in point before the shutdown of almost everything I stopped at Vicky Brit on the way to lunch to pick up parts in case we had a closure. I had not pre ordered parts and when I walked to the door there was a handwritten sign indicating the parts counter was closed effective that morning. Mark Meyer was also in the parking lot trying to call someone on the order he had placed earlier for pick up. I was irritated with my procrastination as the parts order I needed had been on my list to do for weeks. I am not sure Mark got his order.

With all the club activities cancelled for March and it looks like most of April will also be cancelled, I have to wonder what May will bring. This was not something we had planned when we set the activities calendar in January. You have to wonder what did the Wichita Club know when the canceled the Olpe Chicken Run in December? Hum!

Since I am going crazy and working way too much at home, I thought about getting my Spitfire out and going for a spin, after all they are saying we can go for walks, why not a drive? How much trouble could we get in, provided we do not breakdown, right? Could this be considered an essential errand? Since I had not rehearsed my essential errand speech, I opted to back the car out of the outbuilding and make circles in the cul de sac in front of the house and back to the garage. At least I know reverse and 1<sup>st</sup> gear work, not sure about over drive or 2, 3 or 4. Now I wish I had those Triumph parts. It would be a lot more fun than driving in circles in the street in front of the house. I keep looking at the TR6 project, and every time I do one of the kids cars ends up in the out building space that I need. Eventually the TR6 restore will happen, in the meantime I am still practicing my essential errand speech, I know eventually I will go somewhere in the LBC, I do see this coming!

Stay safe and keep washing those hands.

**All Club events for April have been cancelled or postponed. As the situation surrounding the coronavirus (COVID-19) continues to evolve, we are monitoring the situation, and continuously assessing the potential impact on future event. Events scheduled for the rest of the year will take place only if they can be carried out with adherence to official government and public health organization guidelines.**

## Cover Story ?

By the Ed-itor



Club members lineup to answer the call of duty. During this time of crisis, volunteers in their Triumphs are prepared to deliver Toilet Paper to individuals in desperate need. With not a wipe left in stores, Triumphs will fill an “Essential Service”. Only those with the most reliable cars may answer the challenge. This is no time for sorting-out Lucas electrical gremlins. Dubbed the TR-TP Squad, members will accrue rally points for speed to recipi-

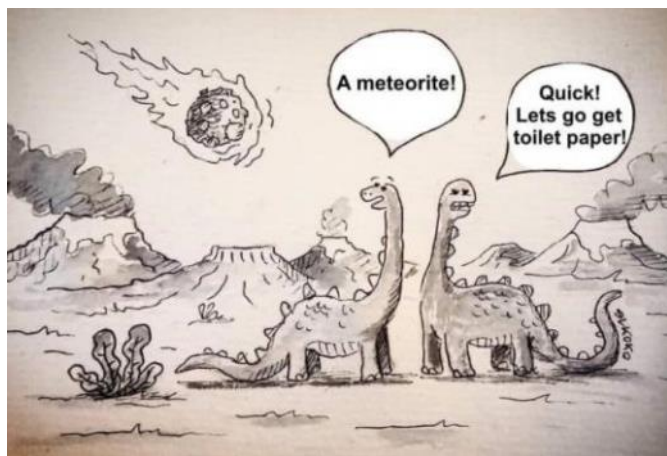


ent, yardage gained for pass or kick of a roll through bathroom window and time back to base for another assignment. Regularities are scattered throughout the assignment, so drivers will have to note their starting times and Combined Average Speed (CAS). This is where a dash mounted rally clock is a necessity. Volunteers have also been advised to keep a spare roll on hand at all times. No telling when an overly zealous law enforcement officer will misunderstand the urgency of the mission. A nice fresh roll for himself and his little lady should wipe away any municipal issues.

Awh, but then I awake from my midday nap and realize it was all just a dream. Since my gig work has come to a 30-day hiatus, I have way too much time on my hands. My only comfort is knowing that by dozing on my couch I’m contributing toward the greater good and will shortly collect \$1,200 for doing so! But even Social Distancing does not keep me from becoming a target for the honey-do-list. I ran out of excuses to hang pictures and so now spend my days making holes in perfectly good walls to hang pictures I’ll never look at. Could the virus be worse? Maybe so in NYC or LA. Bet they wish they were in “Fly Over Country” now!

The right kind of self-quarantine is the answer. Head out to your garage and spend quality time with your Triumph! There’s always something that needs attention. When was the last time you detailed under the bonnet? How about those reverse lights? Last time they worked was probably 1983. I once spent a whole day repairing the license plate light. Getting parts may be spotty. Vicky Brit is closed to all orders and city desk pickup. Moss says only their Virginia warehouse is shipping and can’t guarantee that all items are in that warehouse. TRF claims to be operating because they’re in a rural area. Delivery systems may also slow things down. There’s always something on the shelf to wax your tires with. I started a project I normally would never have found the time to do. I’m attempting a DIY restoration of my TR3 side curtains. More on that in the future.

So, settle onto your couch and browse this issue. You’ll find lots of dubious repair advice, musings of cars driven in a younger day and tales of gallant restorations. Start with the REAL cover story on the next page.



**Today's Drink Special:**

**The Quarantini**

**It's just a regular martini, but you drink it all alone in your house.**

## Drive Your Triumph Day

By Ed Curry

Club members seem to enjoy events at the least likely times! And so it was on a February Monday morning that 18 club members traveling in 15 Triumphs met at the Kansas City Auto Museum to celebrate the birthday of Triumph founder, Sir John Black. The location was chosen so that the museum name would act as a backdrop for car photos. The organizer, based in San Francisco, attempts to collect and post pictures of Triumphs worldwide taken on that day.

Weather likely played an important role. Last year an untimely snow/ice storm curbed enthusiasm and all that could be done was to take pictures of Triumphs peeking out of garages into the weather abyss. But on this February 10<sup>th</sup> morning we awoke to a clear sunny day of mid 30's temperature. Cars arriving at the museum were first photographed individually in a car and driver shot. Then all drivers clumped together for the ever-popular cluster shot. Lastly all drivers were ordered to "stand by your doors" for the photo featured on this issue's front cover. Another seven members who were unable to attend sent photos in.



Richard Brockman and Russ Sifers deserve kudos for top-down driving. Russ's MGTC was declared an honorary Triumph for the day. Keith Jordan gets the award for greatest distance driven. He had previously planned to drive his TR3A to Topeka for a sprucing-up. Kenny Wymore wins best selfie. After the photo session cars caravanned a short distance to Granite City restaurant for lunch where we raised our glasses in a toast to Sir John Black.



Pictures were posted from 11 different countries. You would expect the British Commonwealth countries to be represented but there were also photos from Switzerland, Germany, Finland, Netherlands and Uruguay. Overall KC Triumphs may have had the largest number of cars participating world-wide. Of the 295 pictures collected that day 21 were from our club. Go to [driveyourtriumphday.sutterfly.com/pictures](http://driveyourtriumphday.sutterfly.com/pictures) to see all photos. We can only hope for a similar turnout next year when the event will be held on a Wednesday.

**Jeff  
Givens**



**Steve  
Carver**



**Mark  
McCracken**



**Greg  
Schoenhals**



**Brock  
Hansen**



**Paul &  
Margaret  
McBride**



**Russ  
Sifers**



**Richard  
Brockman**





**Steve  
Peak**



**Steve  
Olsen**



**Bob  
Aguilar**



**Steve  
Vehlewald**



**Craig  
Simon**



**Roger  
Elliott**



**Chip Kigar**

*...I give thanks for this sunny day and  
for allowing this car to come hither  
and pray it may go yonder...*

## Drive Your Triumph Day

**Steve  
Velewald**



**Bob  
Haefner**



**Patrick  
Murphy**



**Warren  
Wood**



**Kenny Wymore**



**Keith Jordan**



**Tom  
Spornitz**

## TR6 Restoration Update

By Patrick Murphy

Last winter I had to get another engine as my original was too damaged due to missing thrust washers. I pulled it, broke it down and handed it off the replacement to Gary Gumming to rebuild. I redid the rear suspension, springs, bushings, etc and replaced the old shocks with tube shocks. Drove it most of the summer ( a delight!) then last fall rebuilt the front suspension, bushings, bigger swaybar, springs, brake discs, etc. Gary did the alignment and it handles great. I found a Toyota W58 5sp transmission last fall and heard about a conversion kit Mark Canaday has in Topeka so I swapped that out. That turned out to be a bigger challenge than expected. It did dramatically improve my TR6 with easier, smoother shifting, improved gear ratio and 5th gear that is a real gift! Fun to go fast at a much lower RPM! The shifter is identical to the original and has the same footprint position so the swap is invisible.



My car suffered from multiple small dents both concave and convex, rubbing compound paint burn and minor rust. I found a guy in Belton who agreed to do the necessary body repairs, rocker panel replacement prep and paint it code 23, the original Sienna Brown. He agreed to have me strip it, do some minor panel welding (fender and inner rocker patch). That cut down on labor costs considerably so I could more easily go forward with the project. That's where I am today. If the paint shop delivers as promised, I should have my '72 back at home ready to reassemble around Mar 1. I ordered a new Robbins Convertible top last night. They had a 12 day sale with 10pct off, free shipping and no sales tax. Likely I will have Gary G install the new top to weatherize the little beast. The interior will have to wait as I need funding to buy gas to drive it this spring and summer, hah! Look forward to seeing everyone at an event this spring.



## Little British Rat Rod (or MGBino?)

By Craig Simon

**Episode 4—As the Sparks Fly** A friend of mine came over to see my creation. Wayne was the informant who initially turned me on to this MGB. As a car builder I valued his opinion on car modifications. I mean anybody who crams an LS1 motor (V8) into a 1990's XJS Jaguar sedan just for fun has some serious issues concerning "Why would you do that". Just my kind of friend. He verified my thoughts. If I moved the bulk head forward, I would gain more pickup bed space and make the MGBino look more pleasing to the eye. So that is what I did.

Next it was cut fenders from a parts MGB and weld on to MGBino (still haven't come up with a proper name). A customer of mine had an old Toyota pickup bed. It was made from some type of strong fiberglass material, wouldn't rust, light, so I cut it down and found some stainless steel hinges from a discarded fire-truck a bodyshop customer was working on. The rear bumper is a step from a Semi Truck. I even picked up some 100 year old barn wood from my Uncles farm and cut it to hide the steel rebar I used to strengthen the MG's body.



Some may have noticed my imaginary project manager, Frank, sitting on the passenger side. When I'm at a crossroad of what to do next he whispers ideas. My wife says if she catches me talking to Frank, she's killing the project and calling a Doctor. *Don't tell Frank.*

Now I had a new problem. Upon showing a picture of what I was doing to a bodyman friend he stated, "That is really cool looking". I had not planned on "cool" as a description for Frank (My new name for project). But he was right. Now Frank went from anything goes Steam Punk, Road Warrior, Art project, to "don't screw this up" coolness. I had to actually think before I cut. Ok, not too hard as ideas were still flowing like air through a ripped convertible top



**Episode 5—“Don’t throw that away, I’ve got just the place for it!”** One of my customers works on firetrucks and semi trucks. I went through their scrap pile and grabbed a piece of chrome diamond plate aluminum for bulk head. Making a cardboard template first, the build was coming along nicely. Maybe some wood trim later?

Finding the correct height and width for the tail lights took some doing, but I decided I would spare no expense to make Frank’s rear end look awesome. 1940 Desoto taillights for \$40 bucks on e-bay solved that issue. Some scrap diamond plate as a base and, so far so good.



**Episode 6—Stay Tuned** “Can I have that bent Peterbilt bumper? I have an idea.”



## WEDGE WORDS

By Steve Olson

I have never claimed to be a great mechanic but that has never stopped me from tackling even complex jobs like engine overhauls or transmission rebuilds. I get the job done eventually but never as quickly and easily as I had expected. Swapping radios in the TR8 was not an exception.

The radio in the car was one that I got years ago. It still had tunes left in it and I think the cassette player even still worked. But the display was scuffed and hard to read and I was pretty sure the antenna cable had an open circuit. The radio was after all a Sears unit that the late Bill Young harvested from a junk yard Camero. And I had spotted a super cheap new radio that had almost no depth at all so it looked like it would be easy to fit. I've had the old radio out a few times so the removal went quickly. I used my multi meter to check the antenna cable and sure enough the center lead showed no continuity from one end to the other. Since the antenna is on the rear fender it takes a long cable to get there and it runs under the carpet and around and through a bunch of tight places. My plan was to attach the new cable and pull it in as I pulled the old one out. Great plan! Finding a long extension cable only took trips to 3 parts houses. I soon discovered that some idiot had used several wire ties on the old cable under the carpet that wouldn't let the cable ends pass. So out came lots of trim and carpet and some adult language may have been heard. This time I skipped using the wire ties.

Then there was the radio install. The opening in the plastic dash, probably already altered by a previous owner, was just a silly millimeter too small. Only about an hour of grinding and filing were needed to ease the new mount into position. And of course the plug for all the speaker and power wires on the new radio differed significantly from the existing one. Luckily the old radio and the new radio instructions listed the function of each color wire so I could figure out which ones to solder together. The loom in the car was not quite long enough to be able to make those connections comfortably out in the open but I have worked in tight places before. As I was double checking my work and getting ready to power up the radio I noticed about 5 hours had flown by.

Once all connected up and with the radio implanted in the dash I turned on the key and waited to hear how nice the tunes would sound. First I had to work my way past the menus and sub menus that the instructions sort of explained. Those are far from intuitive! But I did get the radio playing and it did sound pretty decent. I even managed to set the time.

As I picked up half the tools in my garage and began putting them away I was pretty happy listening to some great blues songs and thinking how nice it was to have this task completed. But then suddenly it all got quiet. The radio face was dark. Had the fresh new radio suffered from infant mortality? Had some wire connection come undone? Had the inline fuse located behind the radio where there is no easy access blown? And if so why?

After crawling on my hands and knees and getting into and out of the car hundreds of times and twisting into enough awkward positions to qualify as a contortionist I was not ready to figure out how to fix this. Rome wasn't built in a day and apparently new Asian made radios aren't installed in British made cars that quickly either.

EPILOGUE: The radio has 2 power inputs. One of course is from the ignition hot circuit. The other is to keep the time and station presets and connects to an always hot circuit. Old radio was the same. Both old and new had inline fuses in the power leads. To simplify my wiring process I left the old fuse in the always hot wire. Well seems the old radio had done fine with just a tiny 1 amp fuse while the new one came with a 10 amp which it seems to need. So after playing music for a short while the 1 amp blew and that shut down the radio. So I jumpered past the blown fuse and now all is well. Of course now I will have to again decipher all the menus to reset the time and presets. You would think that would be easy for a retired systems programmer but pretty sure even Einstein would pull his frizzy hair out if he had to do that.

## Product Review: Aftermarket Floor Pans TR4-TR6

By Matt Jenkinson

As many activities have been cancelled recently, I've had some time to get back to work on the replacement of the floor pans in the TR4. For this project I ordered aftermarket floor pans from a seller on eBay for about half of the price of heritage stamped floor pans. They are advertised as "Made in the USA" and I couldn't find any negative posts about them at the time that I placed the order. At this point I've installed the driver's side floor pan as well as the inner and outer sill and I thought I would share some of the key differences in working with these aftermarket floor pans.

The first and probably most important difference between the aftermarket floor pans and heritage stamped floor pans has to do with the flange on the gearbox side of the floor which contains the captured nuts used to bolt down the gearbox tunnel. On the aftermarket pans this flange does not exist, there is simply a curved-up edge on the gearbox side of the floor pan. This means that you have to reuse the flange containing the captured nuts from your old floor pan. In my case the flanges on both the driver and passenger side were in good shape and all of the captured nuts were intact with relatively little or no corrosion. I suspect this is the case for many TR's because the underside of the flanges is coated with oil from either the engine or gearbox.



Cutting away the flange from the floor and prepping it to receive the new floor requires some additional work but not much so I am not going to count this as a necessarily negative point. However, if your flanges and captured nuts could not be re-used then this product would be difficult to retrofit, and I would highly recommend buying the heritage stamped product. One positive point about cutting away the inner flanges and leaving them in place is that it ensures the proper position of your body tub while removing and reinstalling the floor.



## Floor Pan Review Cont.

A second factor to consider before ordering these aftermarket floor pans is corrosion. The aftermarket pans appear to have a very light weld-thru type coating applied to most of the surface. If you don't plan to use these pans right away they may begin to rust. I've had them for almost a year and I haven't observed any corrosion, however, they are in a dry location and have been in a container for most of this time. The flip side here is that you don't have to remove any heavy layers of primer and paint in order to weld to these pans. The steel appears to be of very good quality, and they weld very well. The heritage stamped parts that I have ordered all seem to have a thick layer of coating to prevent corrosion, some of which will need to be removed for welding.

When deciding whether or not to use less expensive aftermarket floor pans such as these offered from Classicparts4u it really comes down to a couple considerations. First, can you reuse the original flanges on the gearbox side of the floor pan? If so, these will work well. If not, order the heritage stamped pans. Second, when will you use the parts? If you won't begin work for some time, you'll want to make sure they are kept in a dry location or spray them with primer to prevent corrosion. Like the heritage stamped floor pan, you will have to locate and cut out the hole for the hand brake (based on model) on the passenger side. The quality of metal and manufacturing seems to be very good, so the condition and timeline of your specific project are the deciding factors.

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Published six times per year by  
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**Subscription:** is via membership in the Club: \$20 per year.

**Advertising Rates:** \$30 Business Card, \$40 1/4 Page, \$80 half page, \$160 full page for 6 issues.

## Covid-19 support ribbon



## As Luck Would Have It... Dad's appliance became a family member

By Craig Simon

Do you remember the first car you ever threw up in? The car you drove to get your driver's license. The first car you and your high school sweetheart drove to the drive-in and sometimes watched the movie? Do you still have that Car? I do.



*New Mustang summer 1964*

Walk into my garage and you will see a 1964 1/2, dark blue Mustang convertible. It was the summer of '64 and Dad had just made Lieutenant in Navy. I was in fourth grade. He purchased the Mustang from a Ford dealer in Virginia Beach, Va. I am told it was only the third Mustang in area. Over the years, I grew up and threw up in that Mustang. I am sure if you were to pull up the back seat there would literally be a piece of me on the floorboard somewhere. As Dad would be transferred to different ships, the family, the Mustang and usually a cat, would go East coast to West coast via Canada and Minnesota (visit family members), then back again (egro the propensity for car sickness).



*Washington DC 1983*

*Virginia Beach, Va 1967*

Through the years when talking with other people, if the topic of classic cars came up, they would usually mention the one they used to own but sold or the "One" that got away. The thought, "Why did Dad keep the Mustang?" got me thinking.

I feel a lot of people see their cars as an appliance. A necessity. Kind of like a washer. You pick your style, options front or top load, brand, price, then plug it in and go. You feel good having clean clothes.

Picking out a car is similar. Pick style/model, make/brand, options, price, then turn the key and go. You feel pretty good driving around in it.

**As luck would have it, Dad's appliance become a family member.** He really loved his Mustang. There was no thought of ever selling it and believe me there were times it made good sense.

Example one. Crossing the Mojave Desert, in July, on our way to California, Dad swore he would never be that hot again. Buy another car with A/C? Nope. He had Sears install an under the dash air conditioner. It didn't bother him that the a/c compressor was almost as big as the 170 cubic inch, 6 cylinder motor and would cause the Mustang to overheat every time we would climb a long up grade. Dad's solution. Climb a hill, turn off A/C, accelerate down the hill, turn A/C on. California is not flat, and this was repeated many times that year.



Example two. When we needed a bigger car because moving every 2 years with tall family of four, plus a cat, did Dad sell it then? Didn't happen. Dad purchased a 1970 Mercury Marauder land yacht. Huge compared to Mustang, but it had bucket seats, two doors (four door cars were not cool to Dad) and a sloping roof line, so it was one of your better looking, land yachts. Kept the Mustang.

Example three. We were heading to Europe for two years. Dad figured better gas mileage and Italians knew how to work on a Toyota more than a Ford, so he bought a 1973 Toyota Corolla. Common sense might say sell the Mustang and store the newer Mercury. He gave the Mercury to his brother, and again could have sold or traded the Mustang but decided to store it in his brother's barn in Maryland. Two years turned into five 5, after which we pulled it out of barn and headed to Charleston, SC.



*Mustang just before going into Uncles barn  
for a five year sabbatical. 1973.*

The examples could go on and on. In 1978 we came back from Europe. Soon after Dad bought a Datsun 280ZX. Then two years later traded it for a Datsun 300ZX 2+2. He even bought a 1970's Mercedes from a friend who shipped it back from Germany. Still he held on to the Mustang.

Do I have many memories about some of the cars Dad has owned? A few. Ah, but the Mustang, plenty.

*Junior in High school Newport, RI 1972. Dad came home one evening with a set of 4 mag wheels. I suspect he thought it would make a "Cooler" looking car since I used it for High school most of the time. Only problem, mags were 15" x 5 lug. Original rims were 14"x 4 lug. Some 4 to 5 lug rim converters, spacers on front coil springs and rear shackles to lift rear end so tires didn't rub solved all the problems. Mustang looked cool and fast, until you started it up. Adding a Thrush (Woodpecker symbol) glass pack muffler didn't help much but did give it a nice sound when in second gear at about 2,500 RPM.*

I didn't realize it then, but I think I do now. To him, the Mustang was family. It became an old friend that was always there. Maybe in a weird way it represented stability in a life that changed every 2 years. When I turned 16 and started driving, I think I felt it too. The Mustang was always there if I needed it. I inherited the Mustang about 19 years ago. Mom and Dad had retired to Myrtle Beach, S.C. There was no garage where they lived, and Dad finally said "Mustang sits under a cover most of the time. If you keep it in your garage, you can have it". I took ownership in Atlanta. My Ex-roommate and "Old Triumph Co-pilot" Jim, even flew in and we drove it back to Kansas City. One more road trip.



*Last time Simon Family and Mustang. Sons, Kyle and Cody 12 and 9 Jim and I road trip Atlanta to KC*

I just got back from seeing my Dad. He has Dementia and is in a memory care facility in Myrtle Beach. He knows me and other family members but short term and long term memories are not very good. I was showing him some old photos on my computer when we came across some old Mustang pictures.

Dad: "Where is the Mustang now?"

Me: "I have it, Dad. You gave it to me. It is parked in my garage

In closing, after writing this story I realized something. My Triumph is my Dad's Mustang. It's family. Too many adventures and memories to ever sell it. Even when restoring it, I took great pains to not replace anything I could salvage. Especially the seat and steering wheel. My hands have gripped that same steering wheel for the last 46 years and my butt came along for the ride.



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## Windshield Washer Reservoir

By Mark Gillissen

When I worked on my TR-6's body I had removed the rusted bracket holding the windshield washer reservoir so I could clean and paint the firewall. I had to drill out two rivets to remove the bracket and remove one screw. I've always been bothered that the bracket was riveted to the firewall. All the diagrams and description I have seen show that the bracket is attached with 3 screws and 3 rawl (well) nuts. Why would the factory rivet only part of the bracket? With the bracket removed there were three ½ inch holes in the firewall that matched the mounting hole spacing on the bracket.

Well, I decided I could fix that and ordered a new bracket and mounting hardware. All went well and I was proud to have improved what I thought was a careless and sloppy job in manufacturing. However, it soon became apparent my improvement had created a bigger problem, one the factory remedied by drilling a couple of holes and using rivets. You'll note in the picture that the air filter cover rubs against the washer reservoir. It wouldn't take long before a hole had been worn in the reservoir. The factory's solution to move the reservoir bracket was to drill two holes and rivet. My solution is the same as the factory's solution but I used screws instead of rivets.

My thinking has become quite shortsighted; I realize I should have looked at the TR-6's of fellow club members before assuming that mine was wrong. If you have a TR-6, take a look and let me know how your wash bottle is attached. It's quite possible that those ½ inch holes were not for mounting the wash reservoir or they were simply misplaced.

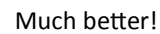
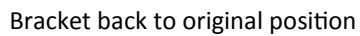
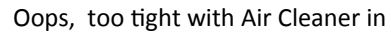
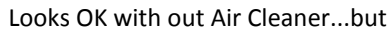
Once again I have proved myself wrong, humbling.



Firewall with rivet holes & ½ inch rawl nuts Installed.



Bracket installed with screws & rawl nuts



was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Membership benefits include a bi-monthly magazine, *The Vintage Triumph*. To join, send \$35 for a one-year US membership to:

Or go to the Vintage  
Triumph Register  
website, [www.vtr.org](http://www.vtr.org),  
for additional information and a membership application.

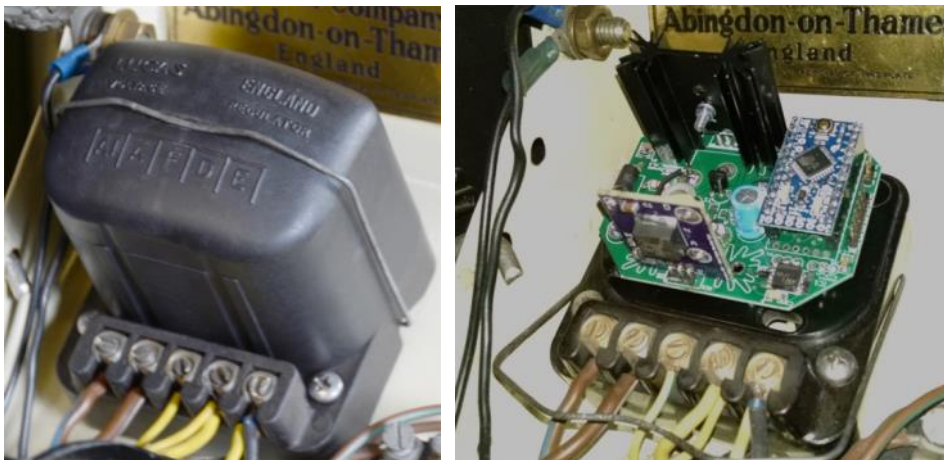


## Digital Voltage Regulators with a Vintage Look

By the Ed-itor

A Lucas regulator is a thing of beauty. . . when it works. And as our British cars start to age so does the charging system. Terminals become loose, wiring gets iffy and much more. So, in order to prevent that upcoming roadside failure of the charging system, Vintage Mecha-Tronics has created a modern, digital, solid state conversion for the Lucas regulator.

Your original Lucas RF91, RF95, RB106 or RB340 regulator can be converted while maintain the original look of a factory regulator. They take your regulator, do a cosmetic clean up, and install solid state digital components into it. Positive or negative ground conversions are available. It will maintain your charging system within exacting parameters and yield full performance from your generator without over taxing it. Battery condition is maintained without overcharging it thereby extending its life. Also, there are no moving parts; no points to burn out or go out of adjustment and it is hidden inside your original Lucas regulator case. Only you know it's there...a concours judge will never see the difference! Their Generation 2 product will support heavier amp load vehicles like Jaguar's, Healey's, and Bentley's, etc.



They try to maintain the look of the period. The original components are striped out, all contacts bead-blasted, screws and bail wires cleaned and clear coated and the Bakelite bodies actually buffed. New circuit boards are then installed, which includes drilling and tapping standoff mountings. If requested they can also leave that “well-worn” look.

Convert your original Lucas RF91, RF95, RB106 or RB340 regulator into a modern, digital, solid state regulator for positive or negative ground systems — at an affordable price.

They can also convert some pre-war control boxes such as the CJR3, RJF50, etc.

Maintain originality and extend battery life to deliver maximum efficiency from your dynamo.

Designed and built in the USA utilizing the highest quality modern electrical components.

Contact them at [www.vintagemecha-tronics.com](http://www.vintagemecha-tronics.com) for more details!

## PERFORMANCE UPGRADE

By Steve Olsen

Since first introduced it has been rumored that the TR8 has hidden power potential that various tuners have sought to release. And I believe I have found one major upgrade that is easy to do and costs very little. After studying the official factory service manual page 5 on engine tuning I noticed the following:

### ENGINE TUNING DATA

#### ENGINE

Type .....	V8
Cylinder bore .....	88.90 mm (3.5 in)
Crank stroke .....	71.12 mm (2.80 in)
Capacity .....	3528 cm <sup>3</sup> (215 in <sup>3</sup> )
Compression ratio .....	8.15:1
Firing order .....	1—8—4—3—6—7—2
Number 1 cylinder .....	Front left: Left bank 1, 3, 5, 7 Right bank 2, 4, 6, 8

Note the firing order specifically. I believe if you add a spark plug wire (high tension lead if you are British) for cylinder #5 you will get a noticeable increase in power and the engine will run more smoothly as well. I think it is certainly worth a try. You may discover that a prior owner has already made this modification. Do you suppose a concourse judge would deduct for having all 8 spark plugs hooked up?

## ANNUAL DUES FOR RENEWING MEMBERS

Annual dues for 2020 are due by December 31, 2019. They are \$20 (\$25 if you want a printed copy of the newsletter mailed to you) and can be paid in person at the Club Night Out or by mailing a check made out to Kansas City Triumphs SCC.

Mail to: Mark Gillissen  
KC Triumphs  
9131 Darnell St  
Lenexa, KS 66215

Payment can also be made through the club's website, [kansascitytriumphs.com](http://kansascitytriumphs.com). Select the join tab, fill out the form and select "I want to pay my dues with PayPal". You will be redirected to PayPal for payment.

## NEW CLUB REGALIA

**By Kenny Wymore—Publicist**

Plans are in the works for shirts to be offered at a club subsidized price. Artwork for a gray shirts with our club logo on front and Triumph “Radiator” logo on back is being developed. We will ask for pre-orders and payment before proceeding with a batch order. Shirts will then be distributed at club events.

Watch for a future email with all details.



PRICING	S,M,L,XL	2XL	3XL-5XL
T-shirt	\$ 6.00	\$ 7.50	\$ 8.00
long sleeve T	\$ 9.00	\$ 10.50	\$ 11.00
golf/polo	\$ 9.00	\$ 10.50	\$ 11.00

## NAME THE LBC



Hint: Shares major features with the Corvette.



February's Mystery car was the Swallow Doretti.

See story below.

## Swallow Doretti

By the Ed-itor

The Swallow Doretti is an aluminum bodied, two-seater sports car produced in the UK in limited quantities between 1953 and 1956. They were hand built by the Swallow Coachbuilding Company working with a father/daughter team from California. Dorothy Anderson Dean and Arthur Anderson owned a business named Cal-Sales that marketed sports car accessories and apparel in the US. Dorothy and her father negotiated with Swallow to develop a sports car based on the then new Triumph TR2 drivetrain. They envisioned a car for enthusiasts who wanted a something more substantial than a stock TR2, yet with the TR2's inherent dependability and toughness. Since the car would use TR2 parts, they would be easy to service and maintain.



The plan was to build a car that was fast and dependable but with the classic lines and plush interior of custom-bodied sports car. Although the Doretti name sounds exotic it was just a play on the name Dor-othy. The car had a graceful aluminum body draped over a steel tube frame. Drivetrain was a stock TR2, 90 hp engine, transmission and rear-end with a Laycock-de Nomanville overdrive fitted to most cars. It was not as fast as a TR2 probably due to its heavier weight.

Sir John Black, then President of Standard-Triumph Cars, was so taken by the enterprising father/daughter team that he awarded them American distribution rights for not only the Swallow Doretti but the entire Standard-Triumph line. At the time a new Doretti sold for \$3,200 while a TR2 went for \$2,600. A total of 288 cars were made in the Triumph-Standard factory before production ended.



## 2020 CALENDER OF EVENTS

By Larry Taylor, Activities Coordinator

<u>APRIL</u>		<u>SEPTEMBER</u>	
Canceled CLUB NIGHT OUT, 6:00 PM		9/3/2020 CLUB NIGHT OUT, 6:00 PM	
Postponed SPRING TUNE-UP DAY		9/5/2020? HEARTLAND ALL BRITISH CAR SHOW DINNER	
Canceled WAMEGO TULIP FESTIVAL (MG & LC INVITED)		9/6/2020 HEARTLAND ALL BRITISH CAR SHOW	
4/21/2020 OFFICERS MEETING, 6:00 PM Tele Conf.		9/12/2020? BRITS IN THE OZARKS - FAYETTEVILLE, AR	
Canceled OLPE CHICKEN RUN (MG & LC INVITED)		9/12/2020 MG CLUB SCAVENGER HUNT (MG)	
Canceled VTR SC REGIONAL - EDMOND, OK		9/15/2020 OFFICERS MEETING, 6:00 PM	
		9/19/2020 ST. LOUIS ALL BRITISH CAR SHOW	
		9/26/2020 MG CLUB BARN PARTY (MG) (10/3 BACKUP DAY)	
<u>MAY</u>		<u>OCTOBER</u>	
5/2-5/3 MG SLIM RUN (MG)		10/1/2020 CLUB NIGHT OUT, 6:00 PM	
5/7/2020 CLUB NIGHT OUT, 6:00 PM		10/3/2020 WEST BOTTOMS ANTIQUE RUN (MG & LC INVITED)	
5/8/2020 TECH - JESSE PRATHER'S DYNO-DAY - TOPEKA, KS		10/4/2020 LAWRENCE CAR SHOW - LAWRENCE, KS	
5/9/2020 KC AUTO MUSEUM SCAVENGER HUNT		10/9-10/11 LAKE GARNETT TRACK EVENT & CAR SHOW	
5/9/2020 HISTORIC SITE DRIVE & LUNCH (MG & LC INVITED)		10/11/2020 GARNETT TRACK DAY PICNIC (MG)	
5/19/2020 OFFICERS MEETING, 6:00 PM		10/20/2020 OFFICERS MEETING, 6:00 PM	
5/23-5/31 BRITISH CAR WEEK		10/24/2020 FALL FOLIAGE RUN (MG & LC INVITED)	
5/31/2020 BRITISH CAR WEEK PICNIC (MG & LC INVITED)		10/24-10/25 MG FAT RUN (MG)	
<u>JUNE</u>		<u>NOVEMBER</u>	
6/4/2020 CLUB NIGHT OUT, 6:00 PM		11/7/2020 CHILI SUPPER	
6/6/2020 ARROW ROCK DRIVE & HISTORIC LECTURE (MG & LC INVITED)		11/5/2020 CLUB NIGHT OUT, 6:00 PM	
6/7/2020 GARDEN TOUR & DINNER (MG & LC INVITED)		11/17/2020 OFFICERS MEETING, 6:00 PM	
TBD HOLY FIELD WINERY & JAZZ - BASEHOR KS			
6/13/2020? GOBMC ALL BRITISH CAR SHOW - OZARK, MO		<u>DECEMBER</u>	
6/16/2020 OFFICERS MEETING, 6:00 PM		12/3/2020 HOLIDAY PARTY	
TBD COR CAR SHOW		12/15/2020 OFFICERS MEETING, 6:00 PM	
<u>JULY</u>		<u>JANUARY</u>	
7/2/2020 CLUB NIGHT OUT, 6:00 PM		1/7/2021 CLUB NIGHT OUT, 6:00 PM	
7/11/2020 DRIVE-IN MOVIE NIGHT (MG)		1/16/2021 ANNUAL PLANNING DINNER	
7/19/2020 GREAT AMERICAN CAR SHOW WWI MUSEUM		1/19/2021 OFFICERS MEETING, 6:00 PM	
7/21/2020 OFFICERS MEETING, 6:00 PM			
<u>AUGUST</u>			
8/6/2020 CLUB NIGHT OUT, 6:00 PM			
8/16/2020 KC RIVER MARKET CAR SHOW (MG)			
8/18/2020 OFFICERS MEETING, 6:00 PM			
8/27/2020 KACTUS CREEK CROQUET			
8/31-9/4 VTR NATIONAL - GALENA, IL			

EVENTS IN BOLD PRINT ARE SPONSORED BY THE KANSAS CITY TRIUMPH SPORTS CAR CLUB

ITALICIZED EVENTS ARE CAR SHOWS AND OTHER EVENTS SPONSORED BY OTHERS - NO EVITE WILL BE SENT

(LC) - LAWRENCE ALL BRITISH CAR CLUB (MG) - KANSAS CITY MG CAR CLUB

CLUB NIGHT OUT AND OFFICERS' MEETINGS ARE HELD AT PEGAH'S FAMILY RESTAURANT, 12122 W. 87th STREET, LENEXA, KS 66215

DATES FOLLOWED BY ? ARE SUBJECT TO CHANGE OR CANCELLATION

## Club Board Meeting Notes

By Warren Wood, Secretary

The Club's Board of Officers meets monthly to take care of the "business" of running the Club and to plan future events and activities. Here is a brief summary of the main topics considered by the Board at its last two monthly meetings. The Board always reviews and approves the monthly Treasurer's reports and plans for upcoming events, but unless there was something unusual, those reports won't be discussed in these summaries. Questions or comments? Please contact a Board member.

### Board Meeting of Feb. 18, 2020:

Planned for the April 25 drive to the Olpe Chicken House, to include several other area British car clubs. -- Discussed a proposed amendment to the Club's By-Laws to change the Annual Meeting date from January to December so that newly-elected officers would have time to prepare for the annual planning meeting in January.

### Board Meeting of Mar. 17, 2020:

Meeting was held by conference phone call due to the COVID-19 pandemic that has caused many businesses, including Pegah's Restaurant, our normal meeting place, to be closed. -- Discussed what to do about future events in light of the pandemic. Events that will be canceled or suspended include the April 2 Club Night Out and vote on a By-Laws change, the April 4 Tune-up Day, and the April 18 Wamego Tulip Festival. Events that may be canceled or rescheduled include the April 25 Olpe Chicken Run. -- Kenny Wy-more discussed a proposed design for a new club T-shirt. -- Steve Vehleweld reported on an inquiry about the Club's possibly sponsoring the Vintage Triumph Register's 2021 South-Central Regional event. Consensus was to decline that opportunity.

## JOIN KANSAS CITY TRIUMPHS

The Kansas City Triumphs Sports Car Club is dedicated to the preservation and restoration of Triumph sport cars. We are a social club of approximately 100 enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, group email and technical sessions giving you many opportunities to enjoy your Triumph and other little British sport cars. We publish a bimonthly newsletter sent to all members. All members receive a 10% discount from Victoria British. Don't worry if you don't currently have a Triumph or if your car is less than perfect. We welcome all Triumph enthusiast and other British sports car owners.

To join or renew, complete the application and mail with a \$20 check (\$25 for paper copy of newsletter) to:

Mark Gillissen, Treasurer  
9131 Darnell Street  
Lenexa, KS 66215

### MEMBER APPLICATION

New: \_\_\_\_\_ Renewal: \_\_\_\_\_

Name: \_\_\_\_\_

Spouse: \_\_\_\_\_

Address: \_\_\_\_\_

City, St, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Car(s) Information:

<u>Make</u>	<u>Model</u>	<u>Year</u>	<u>Vin#</u>
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*Planning for a Triumphant Trip*

**TO CORRESPONDENTS.**—Our friends will bear in mind, when writing for the *Tribune*, that a column is about as long an article as we can spare the room for. As a general thing, short articles are more liable to be read than long ones. Be short and to the point.

From the Liberty Tribune in 1862



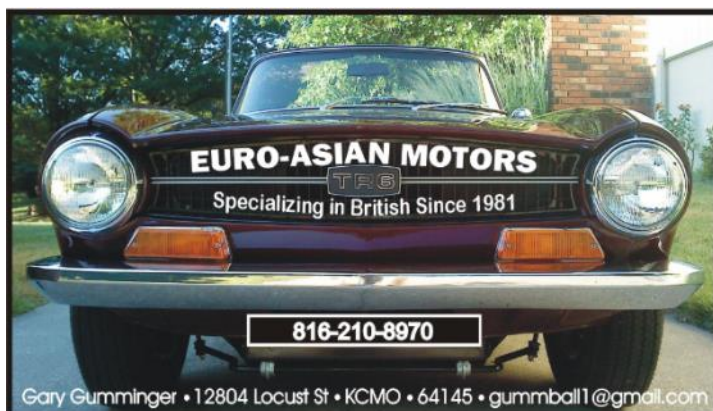
"This tool gives the classic car owner the freedom to go to virtually any tyre centre/garage and accurately have your wheels balanced. The set has the three most commonly used spindle sizes on dynamic balancing: 36mm, 38mm, and 40mm. It has cup sizes to fit 42mm (MG, Triumph, AH) and 52mm (Jaguar) centre lock wheels."

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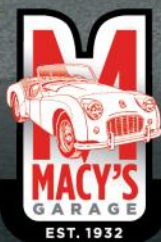
Convert your original or aftermarket Lucas RF95, RB106 or RB340 regulator into a modern, digital, solid state regulator. We offer both positive or negative ground systems — at an affordable price.

More info at: [salesinfo@vintagemecha-tronics.com](mailto:salesinfo@vintagemecha-tronics.com)

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David Ahrendt — Dean Sprague

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PICTURED: 1961 TR4, TRIUMPH REGISTER OF AMERICA NATIONAL MEET BEST OF SHOW, JUNE 2018

## Classified Advertising

### 1974 Triumph TR6

- French Blue over Black
- Frame off restoration completed in 2017
- All body work and paint done by Mark Canady
- Burlwood dash and matching Nardi steering wheel
- Total engine and hydraulic rebuild
- New interior, top and tires
- Perfect condition bumper over riders included in sale
- Car located in Olathe at Gateway Classics (913-815-1340)
- They are asking \$24,500
- Contact Ed Curry directly for a better price



### 1966 TR4A IRS Project Car plus Parts

- Disassembled due to prepping car for tub removal from frame. No thru rust. Comes with fiberglass hard-top. Life forces sale. **\$1,000.00.**
- 2138 cc engine taken from a Morgan for the above car. Paperwork and history on engine available. **\$1500.**
- Available new parts: (NIB). Radiator/fan, starter, body mount kit, wood dash, fuel tank. **50% of retail.**
- Call: 816-682-3777 or email [davidmoehlekc@gmail.com](mailto:davidmoehlekc@gmail.com)

### TR4/4A/250 Parts

- New Molded console cover Victoria British # 16-981 for TR 4A,/250/6 **\$75.00**
- Switch Plinth 4A/ 250/6 VB# 316-976 **\$30**
- Chrome front fender bead x 2 fits 4/4A/250/ VB# 9-8360 **\$30 for pair**
- Call Craig Simon 816-679-4956 or email [libertysimon@aol.com](mailto:libertysimon@aol.com)

## Classified Advertising

### 1973 Triumph TR6

- 1973 model – Trapezoid blinkers; low bumper
- British Racing Green (BRG), black-out rear fascia
- Frame-up restoration completed in 2016-17
- Total engine, transmission, suspension, and hydraulic re-build
- Solid body including floor pans, rocker panels, fenders, fascias, and inner sills, no rust anywhere
- Recent top in good shape clear zip-out, no tears or holes.
- Recent biscuit interior including crash pads, dash cover, and seats. Refinished original wood dash
- All gauges work, glove box locks and has keys, under dash lights work etc
- New wheels and tires with extended warrantee
- Located in Overland Park, KS
- A treat to drive, but I am getting too old to do so.
- Asking \$26,950
- Contact Michael at (913) 909.9408



### Car Guy's Dream Garage

Fellow club member Richard Brockman is offering his garage for sale. Complete commercial space with extensive tools and four collector vehicles included in sale.

- 2,500 SF – 25' x 100'
- 10' ceiling
- 10' overhead door
- Heating and A/C systems
- Four socket outlets and 220 volt service
- New LED lighting system
- Fully alarmed and security doors

Location: 1049 Minnesota Ave, Kansas City, KS

Contact: Richard Brockman, Office 913- 384-6700, Cell 913-219-0228

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