



TR TIMES

Kansas City Triumphs Sports Car Club

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Director's Drippings Where has the Time Gone

By Steve Vehlewald, Director



Well this has been a fun couple of months! My hair is starting to remind me of my college days, sort of shaggy and needing cut, but the color is all wrong, I digress.

How many of you at the start of the lockdown had all these wonderful plans to work on your cars and other household chores? I know I did for sure, but alas very few have actually happened. I have managed to regularly start my Spitfire, not to work on it but to back it out of the garage to get the lawn mowers out and yes, I did take a short drive, and no it was not an essential trip and I did not stop and talk to anyone.

As a current radio ad states "a drive to the store is now the event of the week". It is for sure at my house. It's the unplanned stuff that keeps getting in the way of fun. Has anyone noticed that with all the rain the grass has been really growing fast and needs to be cut several times a week? As my luck has been going both lawn mowers went down in the same week and needed repairs. I have my fingers crossed. I have one repaired and the other is going but will need something done later when I can figure out what is wrong.

We have the June 4 club night out, in a slightly different format, planned at Pegah's that will be a "drive-in parking lot meeting". It reminds me of my high school days where we would cruise to a local Steak & Shake and park our cars and just hang out. We would sit in our cars and watch people drive through and look at their cars. It was sort of like a rolling car show. We will give this meeting attempt a try and I hope you can make it. Even if you cannot drive your LBC come in your daily driver. Getting out of the house will be a welcome change.

We are looking for more dates for drives and safe gatherings opportunities in the future. We can always use any ideas that you may have. We will definitely keep everyone posted on the revised schedules.



Historical Route and Military Road Expedition

By Kim Simon

On Saturday May 9th a group of 32 LBC's from the Triumph and MG clubs traveled the roads west following the Historical Route that included the Santa Fe, Oregon and California Trails. They then headed south to follow the Military Road that ran between Fort Leavenworth and Fort Scott.

It was a beautiful day, cool but sunny. Drivers were encouraged to start the Historical Route expedition from 49/71 highway and Red Bridge Road exit in Missouri. They went west to Minor Park Swales/Blue River Crossing, which is a 27-acre city park that preserves the dramatic swales from 1000s of wagons that pushed, pulled and dragged their precious belongings up a steep hill after crossing the Big Blue River. This was the principal river crossing mentioned in many diaries that traveled west between 1840s - 1850s.



The parking lot at Minor Park Swales, was filled with British Cars somewhere between 30 – 32 was the count. This was also the first stop to pick up a poker card. As part of the event there was a contest to see who at the end of the day had the best poker hand.

The expedition continued to New Santa Fe Cemetery where beautiful Irises were in bloom. This spot was an 1840s village of around 670 people. This flat area on the top of hill sits on the border between Missouri and Kansas. Thirsty emigrants could purchase their last whiskey before entering Indian Territory and wagons could be repaired at the blacksmith shop.



The expedition continued following the Historical Route west into Kansas turning south on Mission Road. The line up of 28 – 30 cars continued south to follow the Military Road. The next stop was at Ironwoods Park where historical information about the area, the native Americans, the railroad and the community's past could be read. At each stop many drivers got out their cars to have some social distance conversations.

From the point of Ironwoods Park the long drive began. Traveling down 151st street to Kenneth following the Military Road markers the line-up of British cars drove through a valley where they could image soldiers camping near the Little Blue River at the bottom of a very steep hill. (The development called River Ridge was named such for a reason.) This hilly route on the old Military Road required some LBCs to down shift a gear or two but illustrated the difficulty for wagons and horses that traversed these hills almost 200 years ago.



The drive next took the participants through some S turns that hugged the side of the ridge then landed them back into civilization where they headed west. Some three round-about later they were again on the Military Road, now known as Metcalf Road going south through cattle and horse country.

Expedition Cont.



The turn-around point in the drive was at Lewis-Young Park and Powell Observatory in Louisburg Kansas. The weather changed from sunny to windy and cloudy, but no rain was in sight. Again, at

each stop poker cards were handed out. The group now had four cards and there was some lively discussion about who might have the best hand. There may have also been some trading of cards but that was just gossip.

The drive back was pretty easy, zigzag over to Metcalf Road, turn east at 199th and then go north on Mission Road. Mission Road took the LBGs through more horse country, again allowing the drivers to accelerate their vehicles through the tight S turns just for fun. The event ended at Ironwoods Park. Where those who cared to could sit outside their cars, using proper social distancing and swap stories while they ate their lunch.

Each participant that finished the expedition received a Certificate of Completion that read:



“Be it known, on this day, in the year MMXX, the participant did finish the Kansas City, Historical Trail and Military Road Expedition. Although the said participant did not journey to California, Santa Fe or Oregon, the attempt was noteworthy as it was executed in a British hand-crafted form of transportation. The fact that no parts fell off, broke or failed during this expedition is a testament to just plan luck.”

The best Poker hand was won with 2 pairs, Aces and 7's by Carl & Karen Ostanek (MG Club) driving their '71 MG Midget.



Winner of the 2020 ...

Go West, Young Man/Woman via Historic Trails and Military Road, Manifest Destiny

- **Poker Run**

This article was submitted by expedition creator Kim Simon, wife of Craig Simon author of “Travels in a Triumph” and continuing saga of MG Rat Rod.

GREAT LAKES TOUR

Of Platte County, MO—May 31, 2020

By Steve Olsen

Our drive began at 26th and Burlington in North Kansas City with 24 cars nearly all British and mostly Triumphs. This was a low speed drive and speed limits were as low as 15 MPH in several places. We looped through parks and neighborhoods on roads that only a few locals had driven on before. We ended up eating our picnic lunches and maintaining social distance in a park within yards of the Missouri River. No mechanical issues were reported and nobody got totally lost. If you were unable to join us, the route instructions are included and you can try the drive on your own sometime. It lets you see three of the lakes in the area plus the river so no shortage of water views.

Right/north on Burlington
Veer right at Y onto North Oak
Left/west into Waterworks Park
Right/north on N. Main (no street sign)
Left/west on Briarcliff Road (first street to left)
Left/west on Briarcliff Parkway
Right/west on 9 hwy to Parkville (tricky round-a-bout)
Right/north on 9 hwy (past Park University)
Right/east into Riss Lake neighborhood on Lakeview Drive
Straight/east on Riss Lake Drive
Left/west on Tom Watson Pkwy
Left/south on 9 hwy
Left/east into Quik Trip driveway

Pit stop (Rest rooms at next stop are pit toilets)

Right/north on 9 hwy
Left/west on 45 hwy
Right/north on Blair Road (3rd stop light)
Left/north at Y onto Eastside Drive
Right/east on Barry Road
Right/south on Green Hills Road
Right/west into Lake Waukomis (big blue sign on right)
Right at first Tee onto North Shore (watch for children)
Right at second Tee
Right/west at yield sign (house number 906 is in front of you)
Left/south on N. Chatham
Right/west on 72nd
Left/south on 9 hwy
Veer right/south onto Main St. through Parkville
Cross RR tracks cross Rush Creek
Right/west at Missouri River (actually a few yards before the river)
Continue slowly to dog park/boat ramp area at end of road
Park safely distanced and enjoy your picnic lunch



Keeping Sane During Covid Home-Stay?



**If I ever need a respirator,
please don't let it be made by Lucas.**



It's fun and easy to take things apart!



The weather was rather Britishy, so I put the top up



Keep six feet away!

Coping in These Covid Times

By Keith Jordan

Back in February, I drove my TR over to Mark Canaday of A Plus in Topeka. The plan was to have various car-body fixes, such as a bent fender, holes welded shut and a general respray in Signal Red. Mark figured about six weeks. But then, we didn't know what was coming!

Mark and his crew diligently worked on the car until they couldn't. Then, after sending his crew home, Mark worked on the car. In late April Mark had the car ready, so I went over to pick it up. It was a beautiful, sunny day, perfect for the ride home. It was great to be in my TR again, all bright and shiny!

After bringing it home, I had to use my compressor to get rid of the shop dust in all the nooks and crannies (something I'm still doing). I'm also doing lots of little things, such as: The doors have always been hard to close. Mark made several adjustments and now the doors close with the lightest touch. Hooray! I also swapped out the internal (infernally?) springs in the door latches, which also helps, particularly so you don't have to jerk hard on the door pulls. I installed warm-white LEDs in the dash gauges, which nicely light them up, but not too glaring!

I changed the oil. I replaced the glove/cubby box lock as well as the one for the boot/trunk. I have to get them keyed alike, so I use separate keys for the time being. I had to replace the boot/trunk one, as the locking tab screw broke, thus rendering the whole affair inoperable.

I was able to purchase two new-old-stock Lucas driving lamps, still in their circa 1960 boxes! In order to mount them, I also purchased a chrome badge bar (I found that Rimmer Bros. had the best price). On the earlier TR3s, these badge bars are mounted on the back of the front bumper overriders, but the chrome bolts they're supposed to attach to were too short. I found identical but longer chrome bolts in the Moss catalog, which are made for rear bumpers on MGAs. In the meantime, I took the front bumper and mounts off and am driving around sans bumper. I like the look. I don't want to mount the lights until I wire them and I'm waiting on a new harness from the UK. It will be customized with driving lamp wires, heavier wiring for an alternator and an accessory wire for a USB charging port.

On our cars, it seems that everything is "tied together," which means you can't tackle one job without doing another first! Replacing the wiring harness means taking out parts of the interior, so I will do that when I replace the interior with a kit ordered from JF Skinner in the UK. The interior kit arrived the other day (in two huge boxes!), but the wiring harness will be a few weeks. I haven't decided when I'll start the interior after the arrival of the wiring harness, I may wait until after the driving season, especially if my car would be laid-up for more than a couple of weeks. Of course, all of this depends on the current pandemic and the response to it. If we have to hole-up again, I might as well work on the TR!



Keith is ready to safely drive in these pandemic times. He probably should look at a more streamlined model...

(Covid Times Cont.)



The interior I ordered arrived in two large, heavy boxes!



Here are the contents of one the boxes laid out. In this box were a top, tonneau, hood-stick cover, pre-cut and trimmed carpets, rear fuel tank cover, glove box and cockpit trip (wrapped in cardboard). The materials are very well-made and of high quality.

The interior I ordered is in a khaki-tan color, referred to as “Stone” by Triumph. It was a color that was available from 1954-1957. It could be paired with pretty much any of the body colors. My car originally was red with black leather trim and I’ve never been a fan of black interiors. I like the Stone much better, it’s also cooler in the summer and brightens up the interior when closed up. If I had purchased the car new in 1957, it would have been the color I wanted. I also ordered the leather version, which means that the seat faces and cockpit surrounds are leather, while other parts are vinyl. I also ordered a matching top, tonneau and hood-stick cover. These are in a color that is almost identical to the Stone, which was referred to as “Fawn.” Fawn is also the color of the wool carpet, but is a shade darker than the interior trim. Confused?

In spite of all this work, I am driving about 2-3 days a week and it has been proven very therapeutic to the stay-at-home blues! See you out and about!



I laid out the new tonneau cover over the current one on the car, to see how the color and fit were. I like it a lot and the Stone interior will look great when done.



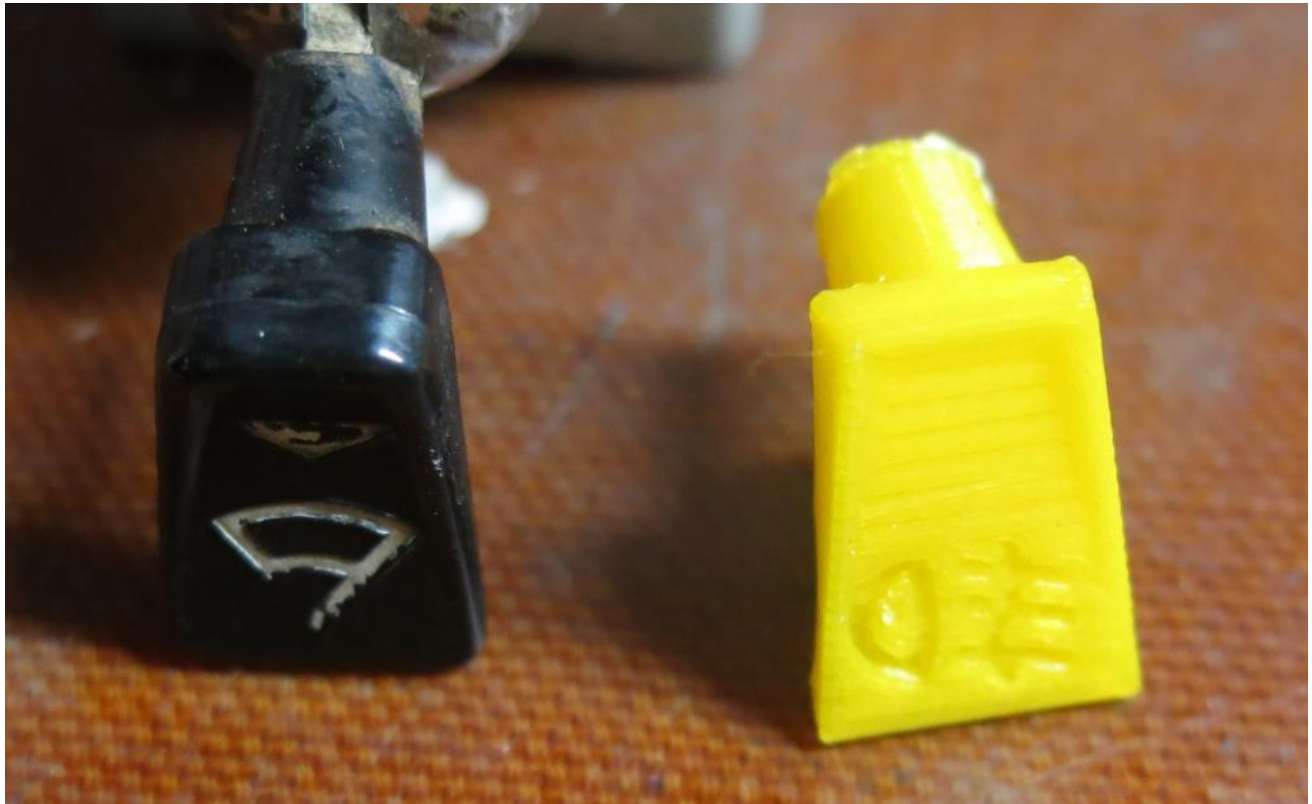
The front bumper was removed while waiting for new parts to mount driving lamps. I like the clean look.

Covid Project—3D Printing

By Roger Elliott

I have been trying to 3D print some things for the GT6.

There are 3 switch knobs that I am going to need that are either not available, or I need them to fit a different switch stem than what was originally on a GT6. So, I am trying to design them. The black ones in the pictures are stock. Blue and yellow are my versions.



Covid Project – DIY Rotisserie

By Ed Curry

Frame work is never pleasant, so anything that makes it easier would be very desirable. For my last two frame projects I muscled them over and over to work on top and bottom. This time I found a simple solution. When looking through the Eastwood catalog I noticed a rotisserie that appeared to be little more than two engine stands. Price, \$750. I had my inspiration but the price was wrong!

I already had one engine stand and then acquired another on Craig's List. The back attaches with a 2x4 bolted to the frame. The front required a little more creativity. I re-attached the front bumper supports in reverse position so they curved toward the front stand and could bolt directly to it. A 2x4 connects both stands together for added safety. The second stand plus miscellaneous hardware came to a total of \$60 invested.



Badges, Badges, we don't need no stinkin' Badges.

By Paul McBride

Ah...but we do! How else to advertise a new car to the public? Standard Motor Company called them **Medallions** and they had many forms through the years. When Standard acquired the remains of the Triumph company post WW II, their new Triumph Roadster, Saloon and Mayflower models sported the **Triumph World Globe** with the Triumph swooping "R" script that overlay the British Empire highlighted in red. They were prominently located on the radiator and hubcaps. This, my preferred Triumph Badge, dates from the Triumph motorcycles and cars of the Roaring Twenties.



Another badge that we think of as Triumph was originally a Standard medallion found on the 1952 Vanguard Series II, Standard Eight's & Ten's and Pennants. It was of the shield type and was referred to as the "**Open Book**". The model name or number was placed at the top and **STANDARD** or **VANGARD** spelled across the curved lower section. Post war, Standard used this Shield as a corporate badge in all their advertisements with Standard/Triumph at the bottom.

When the **TR Series** of sports car debuted the frontal badge was a modification of the "Open Book" medallion. The **TR 2, 3, or 4** at the top and **TRIUMPH** in the lower section on **2's & 3's only**. The **TR3A** featured separate chrome letters incorporated on the front apron spelling **TRIUMPH** and a **TRIUMPH** script at the rear. Colors were black & red and changed to blue & white in 1959. The name **TRIUMPH** was found only on the badge of wire wheel TR's until the 3A since there were no hubcaps. The "Open Book" is seen on the bodywork or elsewhere (e.g. horn button) on the TR series until late TR6 and on Spitfires, GT6's, Heralds, 2000 Saloons, etc. through the sixties.



(Badges Cont.)

Later Triumph badges included a World Globe which was unique to the TR4A, offset bonnet badges for the TR5 & TR 250 and Grille badges for the TR6. The word Triumph did not appear on the front of the 6 cylinder cars.



Early Triumph TR7 cars received a laurel wreath decal instead of a separate badge but later TR7's had a circular plastic badge with the laurel wreath. The TR8 made do with a lined TR8 decal on the front bonnet.



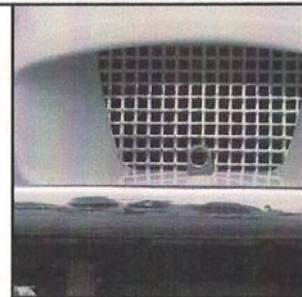
Unfortunately the name *Standard* suffered from deflation. Standard as in "Standard of the World" slowly diminished in meaning and came to designate a bare- bones, base model devoid of extras. With *Triumph* the company had a name that spoke to a past of sporty and elegant models from the 30's. To the chagrin of Standard fans the best and most popular models were christened as Triumphs. The last Standard car, the Ensign De Luxe, was produced in May 1963. Official Triumph Parts were still called Stanparts.



APRON MEDALLION

At first glance, TS1's badge doesn't look that different, the badge is definitely larger and heavier in your hand. But to notice the real secrets of the badge you have to turn it over and examine the backside (see photo and illustration on upper right). On the backside of the medallion you would see that the badge was constructed from a Standard 8 badge pieced together and re-enameled to resemble a TR2 badge design as we know today.

The colors on the badge are reversed (black field and red field) in the open book area. Also, the area with the word Triumph is not enameled with a red background. This medallion was truly the "first prototype" for the TR2 badges as we know them today.



TS1 FRONT GRILL

The grill on TS1 is cast out of brass, as well as, the sidecurtain door brackets and sidecurtain frame wedges, as opposed to being made from aluminum like later TR2s.

BONNET

TS1 bonnet is 100% aluminium, the bonnet also does not have rivets, normally seen on early TR2 bonnets.

TIME FOR A REBUILD— Is it Worth it?

By Ed Curry

How do you know when a Rusted Beauty is restorable? The few Triumphs that come available at a reasonable price always seem to have issues. One man's project is another man's parts car. It's a fine line that everyone views differently. A great mechanic would not likely want to take-on a car with body rot while a body man would. The mechanic could handle a seized engine or rebuild a gearbox that the body man would never attempt. Neither would likely deal with a bad frame.

With the oldest TR series now 65 years you have to expect that many have multiple issues and have suffered abuse, poor repairs and Bondo. Time and money can bring anything back to life but when does it become not worth it?

We've all seen abandoned projects for sale where the car has been total dismantled before the seller realizes he doesn't have the know-how, the funds to put it back together or has just lost interest. You look at a pile of rusty parts and buckets of bolts and wonder if you would be any better at the task. For this type of car, a professional restoration is usually out of the question as it's a losing proposition. A complete car in better condition would cost less. It comes down to a labor of love. For those who enjoy the process, the economics become irrelevant.



(Time for a Rebuild Cont.)



If you've done a few restorations you may have picked up some skills and become confident in sorting out various Triumph quirks. Correcting an issue can be very rewarding. But when facing a car that has every conceivable problem, false confidence can set-in. Frame rot, Swiss cheese body panels, Flintstone floor pans, petrified hydraulics, seized engine, melted wiring and trashed interior make for one tough-love Triumph. Each are correctable but the sum total in one car may be insurmountable.

These thoughts cross my mind as I embark on just such a project. Maybe the Home-Stay has warped my brain into thinking this was a good idea. I can spend my Stimulus money on it! You know I'm a real optimist when I've already picked-out the new color. No telling how many years before it's ready for paint.

Note: All photos are the starting point of my restorations

The Vintage Triumph Register

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:

The Vintage Triumph Register
PO Box 655
Howell, MI 48844

Or go to the Vintage
Triumph Register
website, www.vtr.org,

for additional information and a membership application.



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Little British Rat Rod

By Craig Simon

Episode 7 - As the Engine Turns I decided the enjoyment of destroying something someone else had built and the exuberance of rebuilding it back to what you want it to be had to end. It was time to move to the engine and its surroundings. Sure, I would love to tackle the interior of Frank (*as the beast has been named*) by ripping out dashboard and mounting it on the diamond aluminum plate I still had lying around. Or maybe have my friend Wayne (Episode 4) ,who is a master cabinet maker, build me a dashboard. And yes, it would have been smarter to get Frank running before I started any body modifications, but the fun had to come first. That was the motivation to jump start this project.



Cut off front bumper supports and install modified grill from semi truck a customer saved for me. He said you might be able to use this on your Rat Rod. Said customer was also instrumental in acquiring the diamond plate aluminum, truck bumper and Fire truck air horn (to be installed at a later date). I knew I would be spending some time under the hood so I bought some hood extenders. Boy were these worth it!



I didn't want any distractions when I started working on the engine, so I removed anything I thought would hamper my focus on task at hand. Heater box, emission crap and I did stare at the wiring for a while until my brain locked up and my left eye started twitching. Luckily soon after that I had a "Squirrel Moment" when I noticed the brake master cylinder arrangement needed a little bling. Deciding to address wiring issue later, I moved on to the ignition.

(Rat Rod Cont.)

Episode 8 - Houston We Have a Problem First order of business in getting an engine running that has rested for over 15 years is to check for a spark. I installed a new gas tank, and verified fuel pump is working but left tank empty and was just going to dribble gas into the down carburetor. Now all I had to do was just install battery, pull a plug, ground it and verify that little bluish spark at the gap. Simple right? Except for the first part. Install battery.



By moving the bulkhead forward, it made installing a very heavy battery nearly impossible. I couldn't just drop it in. I had to lean over, angle it, tip it, wedge it and wiggle it. Believe me I tried, but gave up. If I was younger and could bench press 300 pounds, I probably could have done it.

Alas, I am older, but much wiser and came up with a brilliant alternative. I just ripped out the battery cables running along the bottom of Frank and re-routed them through the passenger side bulk head.



I know what you're thinking. Shear genius. I also know what those of you who were 3 steps ahead of me are thinking. Why not mount it where heater box use to be.

Great idea, except original style MG batteries are tall. Wouldn't fit as it hit the hood when closed. Later, I'll weld up something special for securing the battery.

Wayne (Episode 4) came over and with some head scratching, coil checking and wire wiggling, we found the pointless ignition wires were broken off. After some grinding and soldering, we attached new wires and had spark. A few backfire moments later, we decided to quit and go another direction.



Till the weather changes, this is where my story ends. Wayne and I decided I should install an older MG distributor that had been rebuilt and given to me a few years back by a good friend of mine (thank you Randy).

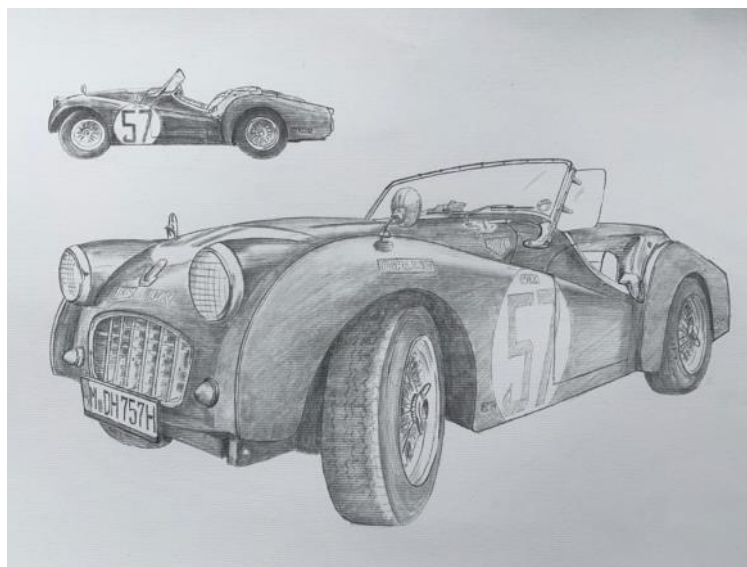


(Rat Rod Cont.)

Episode 9 - Frank's Alive! After working on my TR 5 a few times, Gary Gimminger found out about my Rat Rod project. Ok, I whined and grumbled about my trials and tribulations on getting MGB started. He offered to come over and take a look. A week later, he showed up at 10 AM and at 10:30 AM precisely, MGB was running. No dumping gas down the carburetor either. Pump throttle a few times, turn the key and Bingo, "Houston, we have ignition". If it weren't for social distancing, I would have bear hugged him. I just knew Frank would fight us. Now, Gary is revving up engine, engine sounds good and look... No blue smoke bellowing out the tailpipe. He points out busted welds on radiator bracket, tells me to get a better radiator fan, right motor mount has issues but states a little more work and it should be good to go. His 'a little more work' means I have a lot more work. Now at least there is an end in sight. So now it's rewire engine compartment, bleed brakes and clutch and maybe replace fuel pump I rebuilt with electronic one. Oh yeah, weld up radiator brackets. I must admit this stuff is not much fun for me but I know that down the road things will get better and I'll have some more fun cutting and welding again.



I can't wait to add a gift from my brother-in-law. A flux capacitor. It was Frank's idea, so I can't take credit for this one. He says it will look so cool mounted under dash, just in front of gear shift lever. Crazy as it sounds, I think he's right.



WEDGE WORDS

By Steve Olsen



After the club night out back when we could gather some of us were talking about the recent car detailing demonstration at the Kansas City Automotive Museum that most of us were unable to attend. I think every car owner has his or her own preferred method of cleaning and polishing and waxing their car. The paid demonstrators for sure want to show off every product made by the company paying them. Unpaid volunteers often mix in products from different makers. All of them offer tips that I hadn't thought of and whenever I attend a demonstration I come home with at least one new purchase. I have several partially used bottles of magic liquids and pastes that didn't seem to have quite as much magic at home when I used them. If I followed every step recommended it would take me way more than a full day to make just one of my little cars sparkle. I am way too lazy for that. So I skip some steps and look for the easiest to use products and settle for a good but less than perfect looking car. Not that I am recommending you do the same. Invest as much time and money and effort as you choose and your car will likely look much prettier than mine.

The one thing we mostly did agree on during our discussion is that the products on the market today are far superior to those we used just a few years ago. Spinning wool bonnets on heavy polishers slung compounds everywhere and if you weren't gentle enough would burn right through the paint. Simonize paste wax or professional carnuba waxes were hard to smear on and even harder to wipe off. And the job lasted a few months at best. Orbital polishers and more gentle cleaning compounds remove minor scuffs and smooth the paint about as well with far less effort, mess and danger. The newest wax I have tried and like very much is ceramic wax. Professionals have used this for a while but now there are similar products for the do it yourselfers. I am currently using Meguiare's ceramic hybrid wax. You just spray on the least amount over a clean wet car (and I wipe it around a little) and then polish it off with a clean micro fiber towel. It goes on and buffs off very easily and leaves no ugly white powder on rubber trim or glass. It leaves a bright finish that beads water for several months. And all the other makers have similar ceramic waxes that are probably just as good or even better. You will need to get the paint surface clean before waxing since this does not contain a built in cleaner polish. Even this stuff can't perform miracles on dull, oxidized, scuffed paint.

The other thing agreed on is that dish washing soap strips away all the wax and shine and protection from a car so it should stay in the kitchen. That's OK. Those car products probably don't do the best job on dishes either.



Triumph TR250 vs. Triumph TR6

Story and Photography by David S. Wallens and Tim Suddard

As printed in *Classic Motorsports*

Most all sports car enthusiasts know the Triumph TR6, the iconic sports car from the first half of the 1970s. It was a huge success on both the road and the track. Then there's the TR4, the brand's model that helped define the 1960s.



The one-year-only TR250, however, tends to get lost in the shuffle. It marries the Michelotti-designed TR4 body with the six-cylinder engine that makes the TR6 such a brute. Is it the best of both worlds or a wayward blip in Triumph history?

Up until the 1953 release of the TR2, the Triumph brand was associated with family cars and saloons, not sporting machines. While MG offered true sports cars both before and after the war, Triumph had no

such animals in their lineup.

The TR1 show car, displayed at the 1952 London Motor Show, changed all that and gave birth to the TR2 production machine. Where the MG T-series still had cycle fenders and a prewar look, the Triumph was thoroughly modern. Okay, so maybe the chassis, engine and suspension came from the brand's production sedans, but the body was totally cutting edge: low-cut doors, bullet-shaped headlight housings, and flowing rear fenders that terminated in simple taillights. The TR2 immediately turned Triumph into one of the world's most important sports car producers.

The quite similar TR3 replaced the TR2 for the 1955 model year. Triumph made minor tweaks, but the bulk of the car was a carry-over—even for the later, refined TR3A and TR3B iterations. Despite this sameness, the brand's reputation only grew. Something new and exciting appeared for 1961: the TR4. The boxier yet still soft body provided room for a real trunk plus windup windows. Underneath was another big upgrade: rack-and-pinion steering. The chassis and drivetrain, though, could be called carry-over items, all



dating back a decade or two. Fans still ate up the new car. If there was something close to a major update during the '60s, it was the independent rear that coincided with the 1965 release of the TR4A. Plus, a revised frame was part of the new package. The rest of the car was made up of, you guessed it, carry-overs.

Big news was on the horizon for 1969, though, in the form of the TR6. The German design firm Karmann squared off the nose and tail to create a contemporary look, while more grunt came courtesy of the 2.5-liter, inline six-cylinder engine slipped under the hood. The Triumph sports car had moved upmarket—even though the rest of the car contained recycled items.



Sandwiched between the TR4A and the TR6, though, was a short lived model that merged the classic TR4 body with the TR6's six-cylinder engine. In the home market, it was called the TR5. Americans knew it as the TR250, and it was only available for the 1968 model year.

Two Sides of the Same Coin? The British-market TR5 really was a game-changer, as the car's inline-six received Lucas fuel injection. Total output was some 150 horsepower, 45 more than the outgoing TR4A. American-spec examples didn't receive the intake setup, though. Two tried and true Stromberg carburetors topped the six-cylinder engine, limiting output to 104 horses—no performance gains here, but the switch resulted in fewer headaches.

Triumph made almost three times as many American-market cars than British-market ones. According to "The Triumph TRs: A Collector's Guide" by Graham Robson, Triumph delivered 8484 copies of the TR250 to our shores; another 2947 Triumph TR5s were built for British buyers. After only 15 months, Triumph ended production of both models, as it was time to switch to the TR6.

From the outside, the TR6 looked simply meaner. Up front, Karmann smoothed the blister required to clear the intake and moved the headlights to the edges of the blacked-out grille. New front fenders completed the work. Out back, they squared off the tail, replacing the old tail fins with large, horizontal taillights and more blackness.

Beneath the skin? Yes, more of the same. The American market received the federalized, 104-horsepower engine also found in the shortlived TR250. Nearly everything else underneath was a carry-over, too, and despite some updates, it remained so until the end of the TR6's model run in 1976. The wedge-shaped TR7, its successor, would be all new—and would also usher in the end of the company.

Despite growing competition in the marketplace and the car's dated form and structure, the TR6 was still a success. Nearly 95,000 units were delivered—no previous Triumph TR model posted better sales figures.

Two-Fifty Equals Fun We're intimate with the TR6, but we admit that we hadn't spent nearly as much time with its predecessor. During the recent Speedfest at the Classic Motorsports Mitty, though, Coker Tire gave us a way to even the score. They loaned us the TR250 they had on display, allowing us to rack up plenty of seat time



So, which car is better? Well, how do you like your bodywork? The TR250 perfectly captures the look of the '60s with its light chrome touches and friendly face. The petite tail fins tie up the styling nicely. The TR6, which we'd call one of the most successful facelifts in automotive history, turned the cute TR4 into something angular and raw. But really, is one better looking than the other? The TR250's trunk opening is a bit narrower, but the liftover is much, much lower. Is one easier to load than the other? That comes down to personal preference, so we'd have to call the styling contest a tossup. The doors, dashboards and practically

everything else found inside the TR6 came from the TR250, but their interiors aren't identical. The big difference? The seats. The TR250's classic seats look cool, but some might prefer the extra safety and support offered by the TR6's high-back buckets. On a 1000-mile rally, perhaps the TR6 would get the extra nod here.

Want a quantifiable difference between the two cars? Look at their weights. According to the Moss Motors database, the TR250 sports a 2270-pound curb weight. They list a 2390-pound curb weight for the 1969-'74 Triumph TR6, and it's not as though it made up for that heft with horsepower. Decreasing compression ratios, in fact, sapped power over the years. Climbing curb weights don't help the TR6's case. In fact, for the final two years of production—1975 and '76—curb weight swelled to 2624 pounds thanks to the required increased crash protection.

An Objective Look Taking an objective look at the pairing, we can see that: The TR250 combines the classic Triumph styling with the smooth six-cylinder engine of the TR6. The earlier model also retains the better-riding, if not better handling, independent suspension introduced on the last of the TR4s.

The real trick, of course, may be finding one.



Steve Peak's TR4A on VB Catalog Cover

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TR250 & TR6
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Steve Peak's
1966 Triumph TR4A
See story on page 171.



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Steve Peak's TR4A VB Story



Little Green Car

Steve Peak and His 1966 Triumph TR4A

In the fall of 1976, my father announced we were going to pick up a car. I was 10 years old and cars were everything to me. Hot Wheels, Matchbox, models, pedal car; you name it, I wanted it. Sports cars were my dad's thing, going back to the 1956 Porsche speedster he had after getting out of the service.



We pulled up to this house in southern Overland Park, KS and there it was, The Little Green Car, top down and ready to go. I rode home with him; top down, wind in the hair, what a rush! From that time forward, it was all about convertibles.

So began my days of learning and working on "real cars". Learning about engines, body work, paint, you name it. This Little Green Car was now family. Through the years we had other TR4As, a TR250 (boy, I wish we had that back), and parts in every corner and shelf of the garage and shop.

In 1978, we went to a get-together put on by some local Triumph enthusiasts, and so began the Kansas City Triumphs Sports Car Club. My parents were hooked. They became active members, board members and were part of starting the Mid-America Triumph Regional held in June of 1981. My father loved writing letters to vendors asking for giveaway items. We had BOXES of stuff for those goodie bags and drawings. I know some club members remember goodie bag stuffing parties.



Read the full story at BritishSportscarLife.com

Special Interior Kit
Vinyl Colors for TR6
See Page 45



Biscuit



Black

Biscuit Everflex Vinyl
Convertible Top



Biscuit Top

Made to Match the
Biscuit Interior Kit -
For More Information,
See Page 39

Carpet Kit Colors - See Page 54



Seat Colors for TR2 TR3 TR4 TR4A and TR250 - See Page 49
Interior Panel Colors for TR2 TR3 TR4 TR4A and TR250 - See Page 52



Black

Red

Shadow
Blue

Light
Tan

Stone

Gray

Seat Belt Colors for TR2 thru TR6
See Page 51



Black

Blue

Brown

Red

Interior Panel and Seat Reupholstery Kit Colors for TR6 - See Pages 50 & 53



Black

Red

Blue

New Tan

Light Tan

Beige

Chestnut

ColorBond Colors - See Page 46



Black

Beige

Biscuit

Red

NAME THE LBC



Hint: Has Twin-cam engine



April's Mystery car was the Daimler SP250

See story below

Daimler SP250

Excerpted From Moss Motoring

Daimler of England was born more than 90 years ago as an offshoot of the German company that survives today as Daimler-Benz. They were owned by the BSA group for many years, but in the late Fifties were still a builder of expensive sedans and limousines. The Daimler SP250 was something of a fluke, quite out of character with other Daimlers of the day. As a stranger to the field, Daimler borrowed from existing sports car design. They settled on a separate chassis topped by a Corvette-style fiberglass body and powered by the smaller, 2.5-liter version of their new V-8.

It was introduced at the New York Auto Show in 1959 as the "Dart." As Dodge was already using that name and objected, Daimler adopted the title "Sports 250". Chassis and suspension design (including some components) were lifted from Triumph's TR3A, which also inspired the 4-speed gearbox. The V-8 was far more original. It featured hemispherical combustion chambers and opposed valves. Output was 140 horsepower. The styling was gimmicky and loaded with period clichés. A wide-grin oval grille bearing a prominent "V" announced a droopy, MGA-style nose with headlamps rather awkwardly thrust out from the front fenders. The windshield was a semi-wrapped affair, and the tail bore trendy fins *a la* the recently announced Sunbeam Alpine. At least the Daimler had wind-up windows at a time when other British sports cars were still making do with clumsy side curtains.

Sales started in early 1960 and were quite shaky. Blessed with a good power-to-weight ratio, the Daimler SP250 was fast (up to 122 mph all out), but it handled with the same skittishness as the TR3A it copied, and body flex was so extreme on early examples that doors sometimes flew open without warning in vigorous cornering. The Daimler SP250 was not likely to approach TR3A or Austin-Healey 3000 sales, a realization that became obvious within the first few months. In June 1960, BSA sold Daimler to Jaguar, which quickly began reorganizing the combined businesses with the aim of building more Jaguars. Jaguar was getting ready to bow its sensational new E-Type, which considerably dimmed the Daimler's long-term prospects.



Still, Jaguar tried hard to improve the Daimler SP250. In fact, the car was effectively reintroduced in April 1961 with what became known as the "B-Specification," which entailed a much stiffer bodyshell and standard front and rear bumpers. More body improvements followed in 1963 for a "C-Specification" model. But nothing seemed able to counter initial quality horror stories, and the Daimler SP250 was dropped in mid-1964 after fewer than 2700 units.

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.



Photo of the Board in pre-Covid times?

Board Meeting of Apr. 21, 2020:

With the COVID-19 pandemic ongoing, the Board again met via conference phone call. The main topic was what to do about upcoming Club events. Cancelled events included the Apr. 25 Olpe Chicken Run, the May 7 Club Night Out and the May 8 Jesse Prather Dyno Day. Still uncertain at the time was the fate of the May 31 summer picnic. Because of careful event planning by the Simons, the May 9 Historic Trails Drive survived the ravages to the calendar. The Board continued work on procuring a new Club T-shirt to be offered for sale to the membership.

Board Meeting of May 19, 2019:

Another phone call Board meeting occurred because of COVID-19. The Board discussed innovative ways to salvage a couple of upcoming events despite the pandemic. In lieu of the May 31 Drive Your British Car Week picnic, we are planning a 1½ hour drive led by Steve Olson through parts of Platte County, MO, followed by a social distancing picnic. And for the June 4 Club Night Out, we planned a "Parking Lot Meeting" at Pegah's Restaurant with car hops bringing our meals to our cars. The Board put some finishing touches on plans for ordering and distributing new Club T-shirts for purchase by the membership.

ANNUAL DUES FOR RENEWING MEMBERS

Annual dues for 2020 were 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. Select the join tab,

NEW CLUB REGALIA

By Kenny Wymore—Publicist

The club will be offering shirts at a club subsidized price. They are gray shirts with our club logo on front and Triumph “Open Book” logo on back. We will ask for pre-orders and payment before submitting a batch order. Shirts will then be distributed at future club events.

See email with all details.



3" Diameter

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



Collared Polo will have logo on front only

2020 CALENDER OF EVENTS

By Larry Taylor, Activities Coordinator

KANSAS CITY TRIUMPHS 2020 CALENDAR OF EVENTS

<u>JUNE</u>		<u>OCTOBER</u>	
6/4/2020	CLUB NIGHT OUT, 6:00 PM (outdoors)	10/1/2020	CLUB NIGHT OUT, 6:00 PM
CANCELLED	ARROW ROCK DRIVE & HISTORIC LECTURE (MG & LC INVITED)	10/3/2020	WEST BOTTOMS ANTIQUE RUN (MG & LC INVITED)
CANCELLED	GARDEN TOUR & DINNER (MG & LC INVITED)	10/4/2020	LAWRENCE CAR SHOW - LAWRENCE, KS
CANCELLED	GOBMC ALL BRITISH CAR SHOW - OZARK, MO	10/9-10/11/20	LAKE GARNETT TRACK EVENT & CAR SHOW
6/16/2020	OFFICERS MEETING, 6:00 PM	10/11/2020	GARNETT TRACK DAY PICNIC (MG)
CANCELLED	COR CAR SHOW	10/20/2020	OFFICERS MEETING, 6:00 PM
		10/24/2020	FALL FOLIAGE RUN (MG & LC INVITED)
		10/24-10/25/20	MG FAT RUN (MG)
<u>JULY</u>		<u>NOVEMBER</u>	
7/2/2020	CLUB NIGHT OUT, 6:00 PM	11/7/2020	CHILI SUPPER
7/10/2020	KIM AGUILAR WINE & JAZZ EVENT	11/5/2020	CLUB NIGHT OUT, 6:00 PM
7/11/2020	DRIVE-IN MOVIE NIGHT (MG)	11/17/2020	OFFICERS MEETING, 6:00 PM
7/19/2020	GREAT AMERICAN CAR SHOW (REGISTRATION POSTPONED)		
7/21/2020	OFFICERS MEETING, 6:00 PM		
<u>AUGUST</u>		<u>DECEMBER</u>	
8/6/2020	CLUB NIGHT OUT, 6:00 PM	12/3/2020	HOLIDAY PARTY
8/16/2020	KC RIVER MARKET CAR SHOW (MG)	12/15/2020	OFFICERS MEETING, 6:00 PM
8/18/2020	OFFICERS MEETING, 6:00 PM		
8/27/2020	KACTUS CREEK CROQUET		
CANCELLED	VTR NATIONAL - GALENA, IL		
<u>SEPTEMBER</u>		<u>JANUARY</u>	
9/3/2020	CLUB NIGHT OUT, 6:00 PM	1/7/2021	CLUB NIGHT OUT, 6:00 PM
TBD	HEARTLAND ALL BRITISH CAR SHOW DINNER	1/16/2021	ANNUAL PLANNING DINNER
9/6/2020	HEARTLAND ALL BRITISH CAR SHOW	1/19/2021	OFFICERS MEETING, 6:00 PM
9/12/2020	BRITS IN THE OZARKS - FAYETTEVILLE, AR		
9/12/2020	MG CLUB SCAVENGER HUNT (MG)		
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)		

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

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



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 enthusiasts 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
913-888-4565

MEMBER APPLICATION

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Name: _____

Spouse: _____

Address: _____

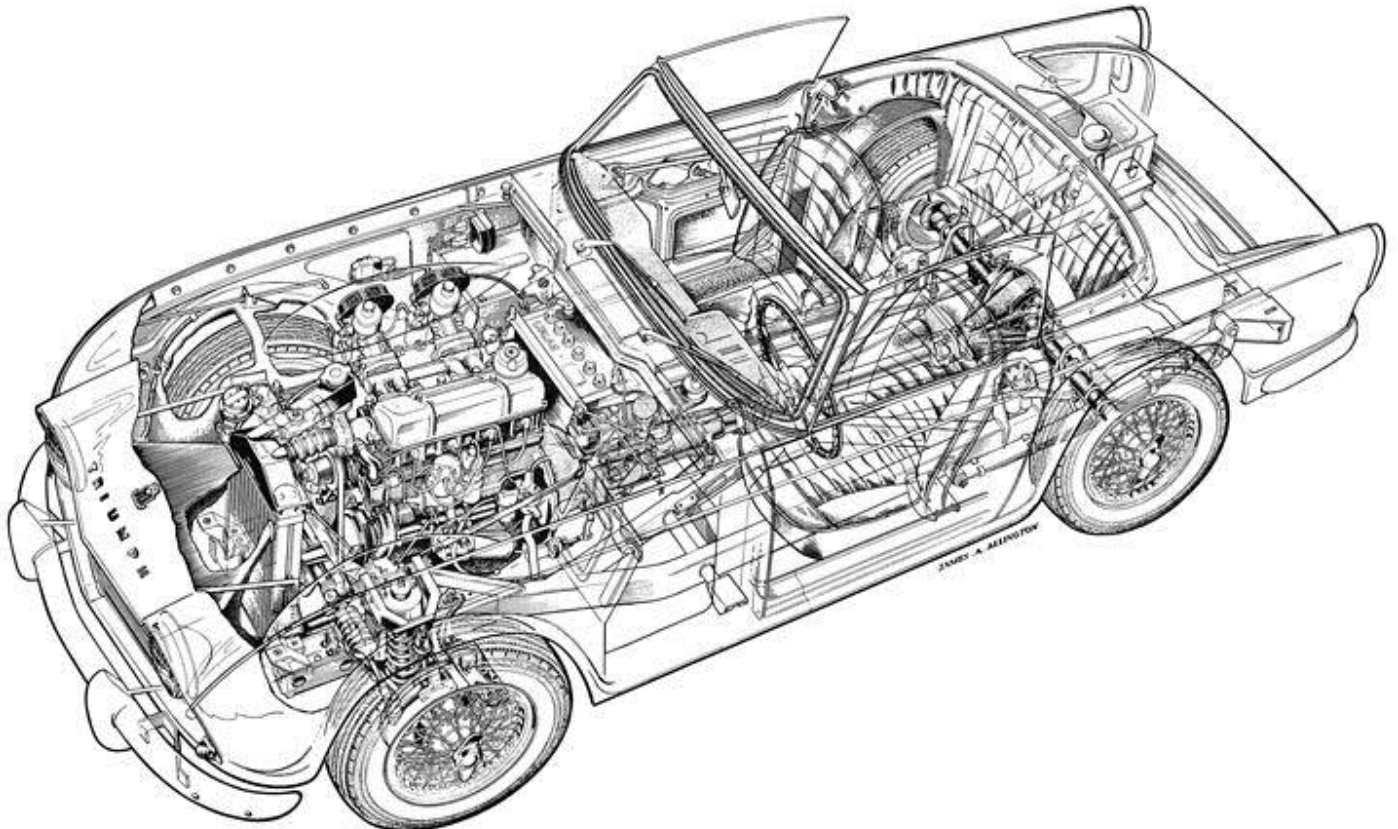
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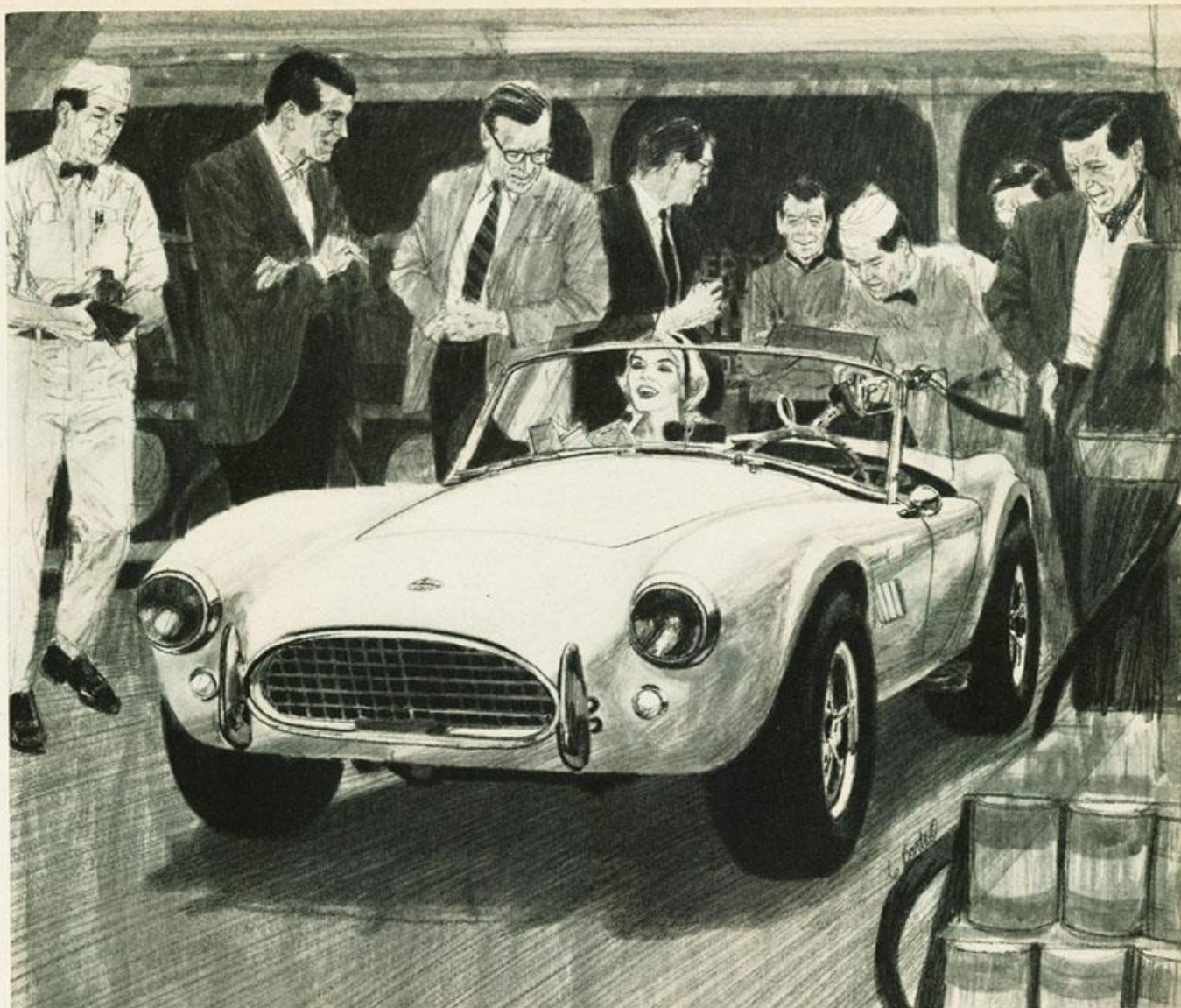
Phone: _____

Email: _____

Car(s) Information:

<u>Make</u>	<u>Model</u>	<u>Year</u>	<u>Vin#</u>
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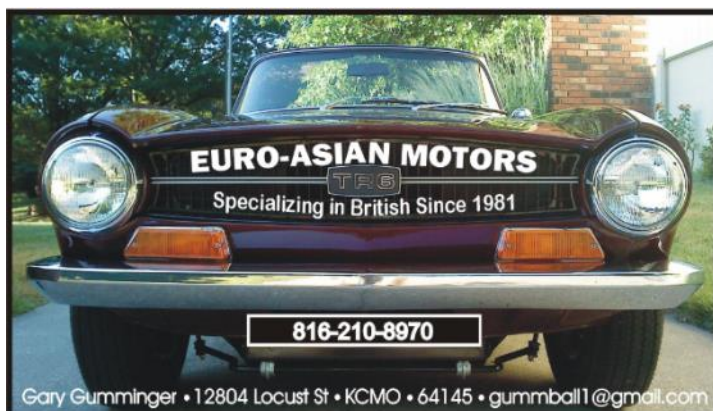
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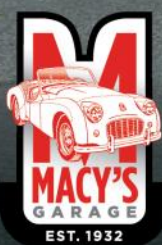
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What's New 2020

Online Registration - Registration for the seventh annual Lake Garnett Grand Prix Revival is open for 2020. We are continuing to use MotorsportsReg.com for registration this year. Everyone that registered last year will already have their cars set up in their profile.

Important Dates for 2020

May 1: Registration opens (includes free event t-shirt)

August 1: Early Bird Registration closes

August 2-10: Group selections will be made, payments processed, and confirmations sent.

August 15: Late registration opens for any remaining spots (entry fees increase – no free shirt)

October 1: Late registration closes. Any entries after this date will be considered at the event.



New Group R (Rookie) - We are introducing a new class group this year for 16 and 17 year old drivers that want to get started in track events and learn more about the weekend. All drivers must still have a valid drivers license and they will be required to show that to us. Any rookie under 18, will also be required to have a legal guardian ride with them. More details to come.

Reserved Numbers - Everyone that registered for autocross or any track group last year now has their number reserved in MotorSportsReg.com. The system will require you to pick a number this year. Numbers have to be unique per group. This is the first year I have used this system, so if you have any troubles, feel free to contact me at info@lggpr.org and I will do my best to help you. The numbers that are all ready chosen have a name beside them.

Featured Marque - The Classic Z cars are this years Marquee car. We have a special group Z created for some extra drive time these classic cars. If you have any questions about this group shoot me an email at info@lggpr.org

Camping In Paddock - (Track Groups E & V Only) Available for participants in Track Groups E & V only. No electricity or hookups. Will include pass for (1) tow vehicle and (1) personal vehicle.

All Other General and Spectator Camping - will be available again but must be reserved through the City of Garnett. Call 785-448-5496 for more info.