



# TR TIMES

Kansas City Triumphs Sports Car Club

Volume 42—Number 4 August 2020



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**Director's Drummings****What a Dud 2020 Has Become****By Steve Vehlewald, Director**

Looking back one year ago at my Director's Drummings article, I was gushing about the great work Larry Taylor had done with all the scheduled activities and those that had already occurred. I also mentioned the new club night out location, Pegah's. Now I certainly cannot go on and on about our events this year. Larry did his usual terrific job, but who would have thought our world would come to an almost complete halt so fast. We have undeniably had a lot of changes thrown at us in the last 4 months.

We are hopeful there will be a return to some normalcy soon. First and foremost, we are always concerned with the safety and health of our group. With all the public meeting restrictions our planning calendar has been mostly cancelled this year. Nearly all the schedule events have been canceled including the Heartland All British which was just determined this week.

Some of the club members have managed to get a few driving trips in and we began holding our club night out meetings again, outdoors, at Pegah's in June and July after the public gathering restrictions were eased. It's been nice to see people's faces, in person, vs on the phone or by e-mail. I hope to see you at the August meeting.

We have several changes coming to the leadership of the Triumph Club. After four years I have decided to step down as club Director and Steve Peak, Assistant Director, has agreed to assume the role at the end of the year following the annual meeting. Mark Gillissen, Treasure, will also be resigning at year end. If you have any interest in becoming the club Treasurer, please let one of the board members know.

**WELCOME  
NEW MEMBERS**

**Paul & Sheryl Wilde**  
Looking to Buy a TR

**John Brown**  
'78 Spitfire  
'67 MGBGT

**Spencer Jacobson**  
'63 Herald 1200

**COVER SHOT****It's a Bird! It's a Plane! It's Craig Simon's TR5!**

**Taken during the 2016 Texas VTR. Jet is an F-86L Sabre located at the  
entrance to Perrin Air Force Base Historical Museum, Denison, TX**

**But who is the cute cowgirl?**

## Flash Drive!!!

### Kansas Tall Grass & Flint Hills Tour

0730 HRS 27 June 2020

By Jeff Givens

Oh, what to do, what to do? The pandemic has “driven” us all a bit stir crazy by NOT driving our favorite cars, NOT meeting at our favorite stomping grounds, AND definitely NOT going to our selection of car shows. So, What To Do?



A Road trip of course! And in this case, we will call it a Road Tour. The Flash Drive announcement went out to the KC Triumphs (and of course the MG Club as well), and the response was immediate – yes—you organize it – and we will come—Ahh, where are we going to eat? Considering our club normal has been “short Road Trip, eat lunch, go home”, I decided that would not be the norm for this Road trip. So, the lengthy Road Tour mindset was established, the route planned out, the map sheet marked, and the directions written up, and printed. The date and start time was set, and the weather rules posted “rain or shine” the Road Tour is happening!

The weatherman cooperated only slightly, in that a violent rainstorm started up right before the early morning departure from McDonald's at the Legends. And the rain continued for the first 45 minutes of the Road Tour through Leavenworth and Atchison Counties. After that, the sun came out, the breezes were light, no traffic to speak of, and a stately speed of 50 to 65 miles per hour was maintained. Not that we could not have gone faster, but a Road Tour speed must be set to the speed of the slowest car, and not the fastest or newest. The 1953 MG TD safely maxed out at 60 mph without damaging the driveline, and so “high speed” was NOT going to be a factor for this Road Tour. And besides, the scenery looks better at lower speeds with the top down!

I purposely did not tell our Flash Drive Road Tour participants that the total distance of the planned Tour was approximately 344 miles through the Wilds of Kansas Prairie. Some may have figured it out quite early, but nonetheless, stuck with us anyway. Modern machinery with fuel-efficient engines, automatic transmissions, air conditioning, and weather proof “cabins” can make a Tour like this without issue, and in complete comfort. Not really a challenge! But, the old stuff that we like to drive?? What a wonderful challenge to our stamina (or lack thereof), mechanical abilities, and patience!

The Flash Drive Kansas Tall Grass and Flint Hills Tour began at McDonald's The Legends, headed slightly north and then west using Kansas State Hwy 92 to Hwy 16 West through the towns of Boyle, Valley Falls, Denison, Holton, Onaga,

Wheaton, Blane, and Fostoria. At that point we took Hwy 13 south to Hwy 177 south through Manhattan and our picnic lunch stop at a scenic overlook. The Road Tour Convoy stopped at the scenic overlook, the “lost members” caught up, chairs were set up at a proper “social distancing”, packed picnic lunches spread out, and spirited conversation began! Before we knew it, lunch was finished, and the Road Tour continued south on Hwy 177 through Alta Vista, Council Grove, The Tall Grass Prairie National Preserve, and Strong City.

At Strong City we turned east on Hwy 50 thru Saffordville, Plymouth, and Emporia. From Emporia we went south on Hwy 99 attempting to go through Hartford and the Flint Hills-



National Wildlife Refuge. However, the route was temporarily blocked in multiple places and 12 miles of damp, muddy, gravel roads had to be crossed before finally going through Hartford. Temporary Road closures from localized flooding prevented a full tour of the Refuge and so we got back on Hwy 50 east going through Lebo, Agricola, Williamsburg, Home-wood, and then Ottawa. Just south of Ottawa we took the old route Hwy 59 through town, and then continued north until hitting Hwy 56 east. We went through Baldwin City, Edger-ton, Gardner, and finally Olathe. The tour ended in Olathe, and all participants scattered to the four winds!

The scenery throughout the Road Tour was ever-changing as we went from Missouri River bottoms Leavenworth, to gently rolling hills on Hwy 92/16 west to Manhattan. The prairie grasslands and open spaces of Hwy 177 south, and finally east on Hwy 50 and Hwy 56 through farmland and mining areas into Olathe/Kansas City. Most of the Road Tour participants told me they had never been on the roads we had taken. That was gratifying in itself, as it gives all of us a better appreciation of local area history, small vibrant towns of the mid west, and roads less traveled!

See you all on the Road!!



## TR6 CC844674 Update

By Patrick Murphy

I wanted to give you a progress update on my 1972 TR6. I finally got my TR6 out of the paint shop May 30 and what a day that was. While still stripped of windscreen and chrome, to me it looked terrific. The dents were gone, minor rust absent. It looked loved, happy and naked. I got to work putting parts back on. Windscreen went on without trouble. Bumpers, headlights, grill, rocker trim, tail lights and of course, rear fender TR6 emblems. That was difficult to get it on straight and in correct position. Interior panels were in pretty good shape so they went in next. I will likely replace them as budget allows next year. Seats are still with Gary Gumminger's Euro-Asian Imports and have proven to be a challenge to re-cover as the original style vinyl on some pieces are cut differently than original.

In the meantime, I am using stadium seats attached to 2x4s bolted to the floor. Not as comfortable but works when I need my TR6 fix which is frequent. I also found a carpet and pad supplier, National Fabric in KCK on 7<sup>th</sup> St. I got some reasonably priced black carpet to cut and fit on the flat parts. So, the only two major items are completion of the seats and to install the new convertible top. I repainted the top frame and plan to install it myself (gulp!). It's one of those jobs that require absolute focus (no beers while working on it!).

I took this project way beyond my original intention. I got caught up in the details, making some sagging parts perk up, dull panels shine and making it more fun to drive. Project creep is the best way to describe it but I think that little TR6 deserved it. Yes, I am a bit attached to it now as I know nearly every part and panel well. Looking forward to driving it more often later this summer and fall.



Home from the paint shop



Reassembly



Temporary Stadium Seats



Almost Done!

## Tale of Two Halves – The First Half

By Mark Gillissen

A year ago I embarked on a mission to repair a broken differential mount on my TR6. When I last wrote a story it was about separating the body from the chassis. Now it's time to report on my progress on the repair.

The differential had a seal that was leaking, probably because of the stress exerted by the broken differential mount. So I took it to someone who had bigger and better tools with more experience than me (Gary Gumminger) and told him I wasn't in a hurry (one less thing to trip over in the garage).

Next I began the preparations to make the repair to the differential mount and frame. First I rolled the chassis into the driveway for a thorough cleaning. I scraped off the heavy accumulation of grease, oil, dirt and undercoating followed by pressure washing, scrubbing and wire brushing to remove surface rust and paint. I never knew the transmission wasn't black



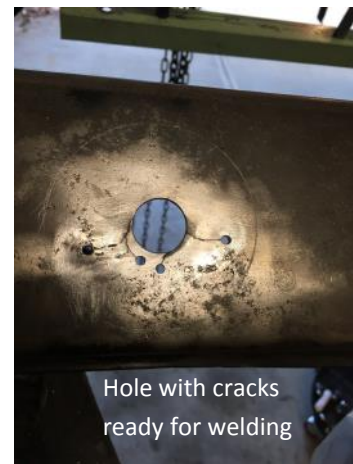
After Cleaning

I next removed the drive axles, shocks, springs, parking brake & brake lines and the trailing arms to lighten the rear of the frame, avoid heat damage to rubber items and to provide maximum access for welding. I then hoisted the rear of the frame using my scaffold and Ed Curry's hoist so the welder wouldn't have to lie on his back while welding. Those little white hot balls of spatter do leave a mark when they fall on you.

I took careful measurements of the position of the mounting bolts being replaced in relation to the two bolts not being replaced and the position of the frame



Mounting hole in frame



Hole with cracks ready for welding

crossover member. I wanted to be sure to place the new bolts into the proper position for welding so that reinstallation of the differential would be without problems.

The next step was to remove the mounting brackets from the frame. I started with the front mounting bracket and used an angle grinder with a cut off wheel, trying hard not to cut the frame. Ok, I had a few nicks but nothing a weld couldn't fix. Next, I removed the front mounting bolt. It was easy, I just wiggled it a half a dozen times and it came off in my hand. Unfortunately, it was not a nice round hole. Cracks have a tendency to wander. So enlarging the hole until it was round was the next step. I then stop drilled the cracks radiating out from the hole.

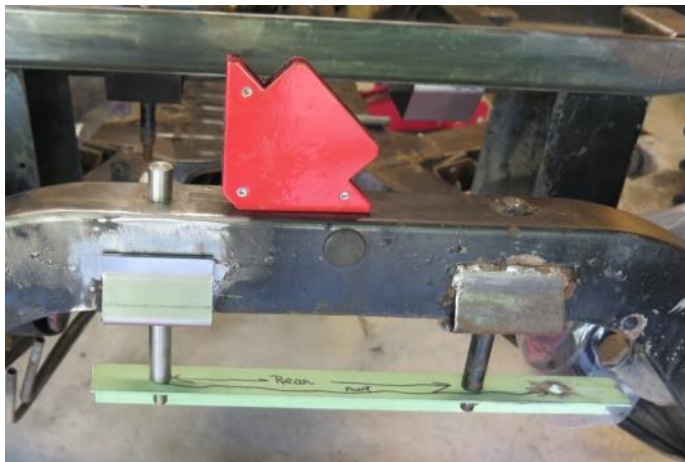
Now it was on to the rear mounting bolt. Access to the rear bracket was good and that went smoothly. However, removing the bolt was a little more troublesome since it was firmly welded in place. Using multiple drill bits and a Dremel tool it eventually parted company with the frame. Only minor hole cleanup was required.

I had purchased replacement mounting brackets and bolts from TRF along with the reinforcing gusset plates.



## Tale of Two Halves—Cont.

I fretted over how to keep the new differential bolts in position for welding since the hole in the frame was now bigger than the bolt and the bottom bracket was now gone and couldn't be used to align the bolt. I finally decided on a jig made from an old bed frame. Since the mounting bolts were shoulder bolts I could tighten the jig against the remaining mounting bolt and it held the new bolt in position.



Rear Mount and Aligning Jig

I met with John Christopher, a referral from a mutual friend. John is an experienced welder and familiar with welding auto frames. We discussed what needed to be done and John was excited about doing the job. So we set a time. I finished a few more chores in preparation for welding day, August 10.



John thought it best to weld a plate under the cross member to keep the cracks from spreading. In addition he welded the cracks and plug welded the stop drilled holes to the plate. The jig held the bolt in place as he welded the bracket, bolt and the plate. The jig also served to minimize distortion caused by heating.



Underside of cross member is a difficult place to weld



Mounts fully reinforced



Final Reinforcement plate being welded



Opps! Forgotten weld

## Tale of Two Halves—Cont.



John Christopher, Welder!

I am very pleased with the job John did. It was a huge milestone for me and I am confident I won't have any more problems with differential mounts.

I did have an oops moment when I realized John had left and he had never completed the final weld on the rear mounting bolt. Not a problem, I broke out my welder and did a credible job of finishing the required welding. I can now proudly say I did some of the welding.

I probably should have just started reassembling the chassis right then but I realized if I didn't make improvements now, I never would. Besides, winter was months away.

The next step was prepping the frame for a coating of POR-15. A thorough wire brushing and washing was done followed by the recommended 3 step process. I degreased, washed, acid cleaned, washed, dried and then coated with POR-15. It took several days!



With the frame coated I could begin the reassembly. I started with the shock bumper stop and proceed to the rear dampers, shock links, new springs and trailing arms with adjustable trailing arm brackets and rear axles. I picked up my differential from Gary. Installation went well, the new mounting bolts lined up perfectly. I attached the drive axles to the differential, resolved a brake line issue and declared the rear end complete.

Time for another decision - it's the first of September and winter is getting closer. Do I want to move on to the front suspension or start work on the body? Since I would never have better access to the front suspension now that the body was off, I was swayed to begin work on installing new bushings, springs and shocks. I have to say it was more challenging than I expected. Most of my problems were self-inflicted because of inexperience and general ignorance. I am no longer ignorant nor am I inexperienced since I had to repeat several operations multiple times. I also spent a fair amount of time cleaning and painting parts including the radiator, bumper brackets and supports.

Well, it's the end of September and the chassis is done. I hope to be able to mate the body with frame in 3-4 weeks so Judy can put her car in the garage before winter. I'll begin working on the body tomorrow. I must say my enthusiasm for this project is waning but I recognize that only occupying one spot in the garage will be a real positive. Stay tuned for the next episode, "Tale of Two Halves - The Second Half"



## TIME FOR A REBUILD

By Ed Curry

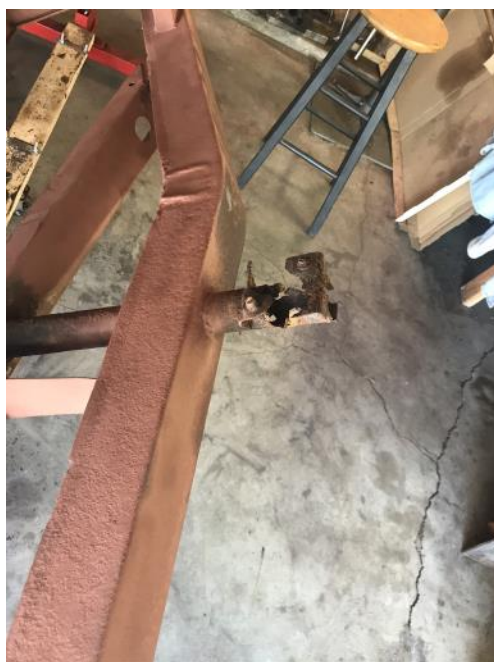
For the last several months, I've filled many a Home-Stay hour stripping a TR3 down to its bare frame. I've made past comments on how fun and easy it is to take a car apart but the truth is rust makes for a tough going. Many bolts and some components had to be hacked-off with a cutting wheel as the only option. That's never an easy decision when you know you will eventually have to drill-out and re-tap cutoff bolts. When I had to cut-off a suspension part, I always check for replacement cost and availability first.

This frame is straight and solid but needed a few parts replaced. A spring tower diagonal support was rotted through. One outrigger was gone and another rotted beyond recognition. Amazingly replacement parts are available! I knew the diagonal would be easily replaced but was uncertain how

the outriggers would work. I was initially concerned the entire tube that connects to two frame rails would have to be cutout. But when the new parts arrived, I was pleasantly surprised to find that they are a smaller diameter and slide right into the original tubes! All that was needed was to weld them in place.

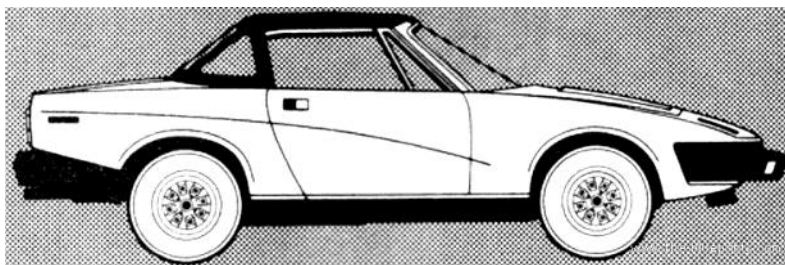
I usually do my own sheet metal welding but don't have the equipment or skill for heavier welds. And so, on the recommendation of Mark Gillissen, I brought in John Christopher. John did the weld repairs to Mark's TR6 differential mount points. He's a professional welder with lots of frame experience assembling Cobra kit frames. He's completely mobile and in less than two hours did a beautiful, professional job on my frame. He's great to work with and claims to enjoy vintage auto work as a change of pace from his industrial assignments.

Keep John in mind when faced with inevitable Triumph frame failures. See his contact information in the Classified section.



## WEDGE WORDS

By Steve Olson



When Jeff Givens announced a club drive around the Kansas Flint Hills of course I signed up. There aren't a lot of events on club calendars to choose from and even if there were I knew this would be a scenic adventure. And a few other brave souls also decided to join in. On the prescribed day the weather offered a few challenges just to make things more interesting. Overnight it poured down rain but the radar looked like the storms were nearly ready to exit our area. We started from home in a moderate shower. At the meet up location it was still coming down steadily. But spirits were not dampened.

And sure enough as we began our drive the rains had tapered down to just drizzle. Now that our cars were all well splashed outside and many were damp inside, the clouds began to thin and from time to time the Sun shone through. We drove and drove and drove some more and the hills and farms were indeed scenic. By the time we stopped for lunch near Manhattan there were no clouds to be found and it was getting hot and steamy. At this point we had only covered a bit over 100 miles so it was time to get going again.

To cope with the sweat dripping down our backs I turned on the AC in our TR8 and crossed my fingers. I have modified and partially updated this factory installed system and knew it didn't work all that well. A drafty British ragtop is not exactly well insulated and easy to cool. But mercifully there was cool air blowing out of the vents enough to keep us reasonably comfortable. And later when we ended up on a stretch of gravel road for several miles it kept us free of gravel dust.

Eventually we got back to the KC area and the group split up to head our separate ways. And then our car that had not missed a lick all day died and I pulled to the side of the road. I quickly spotted the low tension leads from the distributor to the signal amplifier were unplugged. An easy fix and we were back on the road in minutes. But after just a couple miles we were back on the shoulder with the bonnet up again. Same problem. Same fix. Suddenly these wires were unplugging themselves every mile or so and we were on the Interstate. But I did nurse the car home. It had been only about 12 hours since we had started out and we had covered over 400 miles. Perhaps a bit more of a journey than I had anticipated.

Next day I replaced the home-made terminal ends on the ignition wiring and washed the dirt and bugs off the car. Ready for the next adventure.

### TR TIMES

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## VENDOR REVIEW – APPLE HYDRAULICS

By The Ed-itor

### Caliper Rebuild

While I'll tackle just about any part of a restoration, I do occasionally need help with brake calipers. Sometimes they can be easily rebuilt, but when pistons become frozen in place, I look for experienced help. On my current TR3 project, pistons and every fitting were seized. Penetrating oil and compressed air had no effect. Caliper mounting bolts were so immovable, and eventually stripped, that the only option for disassembly was slashing through the mounting brackets with a cutting wheel.

Apple Hydraulics to the rescue! This is the third time I've used their rebuild service and was again impressed with the result. I was concerned that these calipers might be beyond rebuilding as they were totally petrified. I knew not to crack-off any fitting as snapping anything in the casting would render it useless. So, I sent them off as-is including brake pads frozen in place. Shipping was efficient. Thirty pounds of cast iron in a fixed price USPS box is a great deal! It's no wonder the Postal Service constantly loses money. In about 12 days they were back looking like new. All seals, pistons and bleeder valves were replaced. As mine were Girling "A Type", crossover tubes were also redone.

Apple Hydraulics also does carburetors, lever shocks and other brake component rebuilds for just about any vintage car. For faster service, they'll send a rebuilt item from stock and credit back for your cores. Their web site is excellent and includes detailed component lists with pricing and ordering information. Check them out at [applehydraulicsonline.com](http://applehydraulicsonline.com).



## WHAT'S IN A NAME?

By John Paul Middlesworth\*

I was watching a TV program last fall with a handful of fellow Triumph owners. The episode covered some huge British car show in the Midwest. One half-hour of English automobiles—surely there would have to be an image of a sparkling TR3 or row of TR6s. But there wasn't, not even in the corner of the screen as they panned across the field. There were Triumphs at the show, you can be sure, but our cameraman never pointed at a single one.

Why don't Triumphs get more respect? This question filtered through the room as we fans of the marque tried in vain to spot one of our own among the Jags and Healeys and MGs.

Here's my radical suggestion: it's the name "Triumph." This may be counterintuitive, given that

88ccs shy of 3000, but they wisely didn't call the car the "Austin-Healey 2912.") Something about "3000" suggests enormous power; it may even hint at the future, the distant year 3000. The Austin-Healey 100 is a better car than the 3000 in some ways, but it just doesn't have as cool a name.

I won't discuss "Sunbeam" here. They've got their own respect problem, from always being asked if their car company also makes blenders. And what of "Morris" and "Morgan?" These are names you might give your house cat.

Jaguar, on the other hand, has a jungle cat as its mascot, and also has the mystery of "X" in the names of its sports cars (because of the XK engine). This explains why Americans prefer to call the E-type by the name

"XKE." People like a car name with X in it. It sounds new and revolutionary. (Experimental is usually what it means.) We think of spy planes, espionage, adventure.

MG also has the edge over Triumph in the sound of its name. Very clever to go with a pair of initials rather than "Morris Garages." Say the initials three times in a row: "Em-gee, em-gee, em-gee."

You smile, don't you? You

nearly have to in order to get that "em" sound out of your mouth. Now try "Triumph." Say it three times... something about that "uumpf" sound just gets in the way. What kind of advertising campaign can come from such a sound? "Try power. Try excitement. Try uumpf." Not real catchy.

So what can we do? There's no obvious reason for us Triumph owners to play second-fiddle to other English cars. But we can't rename the company now. The only thing left is to act as if the car has the most attractive name imaginable. "Uumpf," after all, is the sound that comes in the middle of "some fun!"

\* Reprinted from Moss Motoring



the name conveys victory, achievement, goals set and surpassed. But there are other qualities in a name besides its mere meaning.

Think of Austin Healey...it could be the name of a Member of Parliament. It makes you think you're getting a classy ride when you buy one. And somehow, the "Healey" part of it sounds just friendly and unpretentious enough for the general public not to be scared away. Had the company been called, say, "Austin-Kensington," then they could only have made limousines for the rich, not sports cars.

When people hear "Austin-Healey," what's the next thing they know? That there's a model called "3000." Never has simple engine size been put to such good use in naming a car. (The actual displacement was

## NOTICE OF CHANGE TO CLUB BY-LAWS

By Warren Wood

The Kansas City Triumphs Club's Board of Officers intends to put to a vote a question involving amending the Club's By-Laws to change the date of the Club's Annual Meeting. Procedural specifics of the vote are:

--Date & Time of the Vote: at the next regular meeting of the Club on Thursday, August 6, 2020, at 6:00 p.m.

--Location: Pegah's Family Restaurant, 12122 W 87th St, Lenexa, KS.

--Manner of Voting: by a show of hands, by all members attending the meeting in person, with a simple majority of the members present being required to approve any action requiring a vote.

The key matter to be voted on involves changing the Annual Meeting date from a day in January to a day in December.

A more detailed summary of the matters to be voted on was emailed to all members on July 22. It includes an explanation of the amendments to the Club's By-Laws, and marked-up amended By-Laws sections showing proposed changes.

If you wish to have a say in these proposed changes, you will need to attend the meeting in order to cast your vote. No absentee voting or proxy voting will be allowed.



### BOARD OF DIRECTORS OPENINGS

Two of the ten club Board of Directors positions will be opening at the end of this year. Please contact any Board member (listed on the second page of this issue) to discuss your interest.

### Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not automatic membership with VTR.

Some of the benefits: *The Vintage Triumph Magazine*, our award-winning, bi-monthly color publication.

2020 VTR National Convention in Galena, Illinois.

Access to a large number of local clubs.

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>



Paid Advertorial

## Bringing a Mk4 Spitfire's brakes into the year 2020: How far have car brakes come on in the last 40 years?

By James Clough

I recently moved to Kansas City from the UK. Having been around British cars all my life, I have decided to set up a business called "British Classic Parts" which will be initially selling modern brake upgrades, high quality veneered dashes and electric engine cooling kits for British sports cars. This article covers the fitting of 4-pot calipers made by BCC in the UK to the front braking system of a well sorted Mk4 Spitfire to see what difference they make to stopping distance.

The test was to compare the stopping distance of Club Member Richard Faulkner's Mk4 Spitfire before and after fitting new 4 pot aluminium calipers to the stopping distance of my 2019 Golf GTI when going from 50MPH to 0MPH on a dry straight piece of road. The Spitfire has drums at the rear with calipers and drilled and slotted rotors at the front, whereas the Golf GTi has calipers and ventilated rotors all-round.



The Mk4 Spitfire has 9" unvented rotors, but Richard has fitted drilled and slotted rotors along with ceramic pads and wider-than-standard

tyres. In contrast, the Mk7.5 Golf GTI has 13.4" vented rotors on the front, 12.2" on the rear and ABS. This is not exactly a fair comparison until you consider weight/mass and the laws of physics. The kinetic energy in the golf at 50MPH is almost double that of the Spitfire. The factory spec weight for the Mk4 Spitfire is around 1800lbs, whereas the Golf is almost twice as heavy at 3200lbs.



The BCC 4 pot calipers fitted with new stainless steel hoses, which are a very sensible additional upgrade.

### The Test

The test involved driving both cars with their original brakes in turn along a nice quiet straight road at a constant 50MPH until a series of cones was reached, at which point brakes were applied as if in an emergency stop situation. We repeated this twice to get an average. The data was surprising for a couple of reasons: Richard's inter-run operation of the Spitfire was more consistent than I was at driving and stopping my Golf. In addition, there was a marked difference between the cars' stopping distance.



Whilst not exactly the UK Millbrook testing facility, the approach was as scientific as we could manage. The cones spaced 25ft apart really helped, as did

the 100ft tape. It was also much hotter than a typical English summer's day!. The results of the test were also very similar in terms of % stopping distance improvement to the tests BCC have done in the UK using a classic Jaguar at Millbrook.

Brake Calipers—Cont.

## Standard brakes

The “standard” specification Spitfire stopped in 98ft 2” and 99ft whereas the Golf managed 57ft 2” and 63ft 10“. If we average these stopping distances the Spitfire needed 98ft 7in whilst the Golf needed 60ft 5”. So, if the Golf makes an emergency stop in front of you, you have a 38ft 2” disadvantage in stopping ability!

Richard and I sweated in the heat of the day to fit the new calipers, which whilst straightforward, did involve trimming the rotor shrouds back a bit.

## Modern Brakes

We then returned to the same piece of road and repeated the test after the brake pads had bedded in. We got a best stopping distance of 69ft 8”, which is just about a **30ft reduction** in stopping distance; a reduction of around 30%! It was very noticeable how much harder the Spitfire stopped with the new calipers; Richard also reported that much less pedal pressure was needed.

The fact that a 1970’s car can be upgraded such that it needs only 9ft 3” more stopping distance from 50MPH than a relatively high performance modern car is quite an achievement and also rather reassuring as I embark on this new commercial venture. It also shows that most of the braking force comes from the front brakes and the primary role of the rears is to keep the car straight.

In summary, this test demonstrated a marked improvement in stopping distance of a 1970s Spitfire after fitting the BCC 4 pot calipers. I would be happy to discuss this project in more detail and can supply these calipers for TR2-6, all the Spitfires, Heralds and even the Stag. My contact number is 816-824-0104.

I thank Richard for his help with the project.

## TECH TIP

By Ed Curry

### Replacing Broken Leaf Spring Clamps

For the first time I encountered broken leaf spring clamps on a TR project. There are four clamps on each spring. Several were bent, allowing the spring leaves to separate and weaken overall strength. My first thought was to use a vice to force them back in to shape. This turned out to be a bad move as they immediately cracked. Humm...A quick check of the big three catalogue suppliers was no help. They all had replacement spring sets but nothing to repair a spring. After a long internet search, I found Billet 4x4 Leaf Spring Clamps on Amazon. Listed as an off-road truck part, it was exactly what was needed!



## The National Corvette Museum Wants a MG TA, TB & TC

By Russ Sifers

The National Corvette Museum ([www.CorvetteMuseum.org](http://www.CorvetteMuseum.org)) in Bowling Green, KY wants an MG TA, TB and a TC to display in its museum. The museum displays the continuing history of the Corvette (past, present and future) and it looks at the Corvette's influences, competition and significance in automotive history as America's sports car.

The MG has been called "The Sports Car America Loved First." America did not have anything like an MG in the '40s. GIs saw MGs during and after WWII in England and started bringing the little sports cars back to America. The first

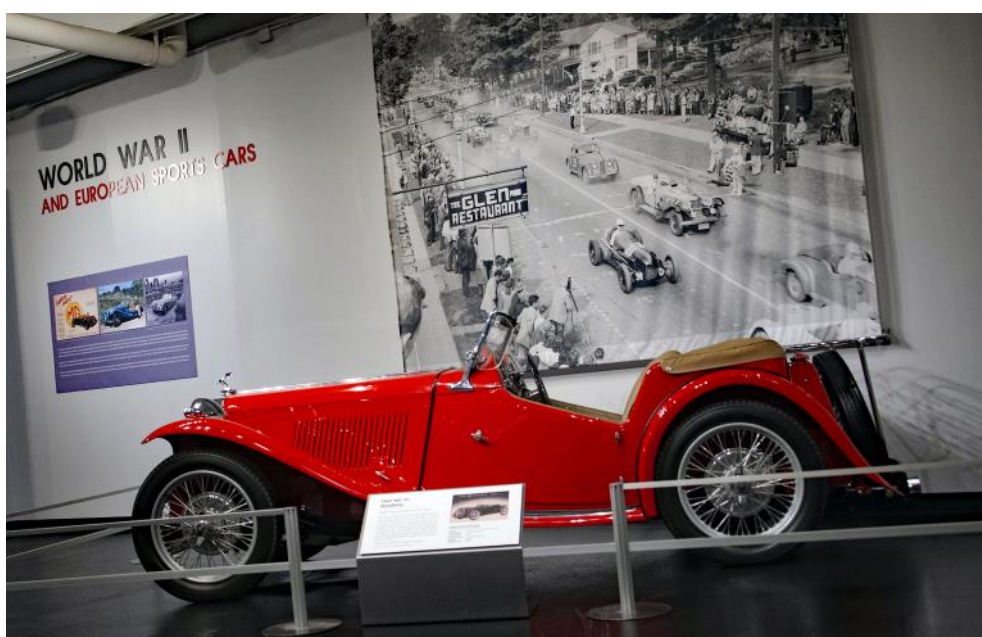
SCCA sanctioned race was held about noon on October 2, 1948 in Watkins Glen, NY on public roads. A local named Cameron Argetsinger, who had a new MG TC, organized it. Eight of the ten cars to finish that first race were MGs.

MGs were an important part of starting sports car races in America. They were quick and fun to drive during the week, and race on the weekend. And they were affordable. Sports car races started drawing crowds of many thousands to Watkins Glen, Elkhart Lake and other public road courses. Harley Earl, a vice president at GM, saw those sports car races, the crowds and MGs. He realized that GM needed a sports car, so he formed a team to secretly design and build one – the Corvette.

Because MG played an important part of sports cars in America and in the creation of the Corvette, the museum has a display with a TC on loan, but the museum wants to have a permanent MG on display. They are looking for a donation of a MG TA, TB and a TC.

What is going to happen with our beloved MG Ts when we are gone? In recent years I have sadly

helped heirs fix and sell their dad's old MG because they do not want them. Is this what you want to happen to your MG? How about donating it to the National Corvette Museum [501 (c) (3)



organization] knowing that your MG will have a resting place in history and be looked after?

Please think about where you want your MG to go. Do you want to leave a legacy for many generations to see, admire and learn about?

Contact the Director of Collections and Curator of the National Corvette Museum:

[Derek@CorvetteMuseum.org](mailto:Derek@CorvetteMuseum.org) or  
[Leah@CorvetteMuseum.org](mailto:Leah@CorvetteMuseum.org).

## 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 June 16, 2020:

(By conference call due to the continuing pandemic.) The members reviewed favorable responses to the decision to hold the June Club Night Out meeting and dinner in the mostly shaded Pegah's Restaurant parking lot. -- Planning continued for the December Holiday Dinner, recognizing the uncertainty of the number of members who might attend. -- Preparations resumed for a membership vote on a By-Laws amendment to change the Annual Meeting date from January to December. The vote will be held on August 6. -- Officer changes are in store for year end as Steve Vehleweld and Mark Gillissen announced their retirements as Director and Treasurer, respectively. -- Orders for the new Club shirts were coming in nicely, and we expect that the minimum number of orders will be exceeded.

### Board Meeting of July 21, 2020:

(Another conference call meeting.) An initial order for 69 new Club shirts will be placed with the vendor for shirts that members have ordered, plus an additional quantity to supply the Club's regalia store for future shirt sales. -- A final decision has not yet been made on the location of the December Holiday Dinner given continuing uncertainties about the effect of the pandemic on the event. -- The Board voted to reimburse members for their cost of registering for the September 6 Heartland All British Car and Cycle Meet. As of the date of this Board meeting, the event remained on the calendar. -- The Kansas City Market has cancelled the rest of this summer's "Art of the Machine" car show series, thus removing another popular event from our calendar, originally scheduled with the MG Club for August 16.

## 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](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.

## 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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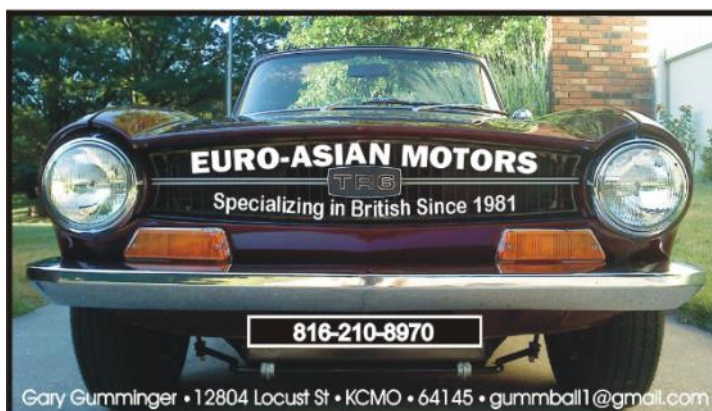
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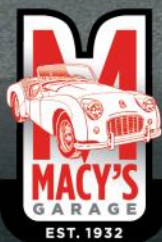
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## Classified Advertising



**TUBE SHOCK CONVERSION KIT** for 1965-1967 TR4A (IRS) or 1967-1976 TR250, TR6. This item was bought from Victoria British and installed on my 1975 TR-6 in June 2016. I went back to the original lever shocks in March 2019. Only used the Conversion kit for 1,157 miles. Nothing wrong with them, just wanted to go back to a softer ride. Original price was \$169.93 plus tax. I'm asking \$80.00.

Contact Bob Aguilar at 913-681-3202.



**PIONEER CD RECIEVER** with remote control (not pictured). Installed in my 1975 TR-6 in August 2008 and replaced in March 2020 with a Bluetooth receiver. Although it was in my TR6 for 12 years, usage was minimal and still works well and sounds great. The original radio opening in the dash support has to be enlarged and is easy to do. I can help with installation if desired. I bought the receiver for \$98.00 plus tax. I'm asking \$30.00.

Contact Bob Aguilar at 913-681-3202.



Contact Craig Simon for the following (All new parts) at [libertysimon@aol.com](mailto:libertysimon@aol.com):

**CONSOLE COVER** for TR4/250/6

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**SWITCH PLINTH** 250/6

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**ONE SUN VISOR** for 250/6

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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](mailto: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](mailto: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.