



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 43—Number 1 February 2021



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Director's Drippings Thankfully a New Year

By Steve Peak, Director



NEW LINE-UP FOR BOARD OF OFFICERS

Director: Steve Peak
kctr4a@outlook.com

Assistant Director:
Larry Taylor
Larry@taylorgroupcpa.com

Secretary: Warren Wood
wbwood@sbcglobal.net

Treasurer: Keith Jordan
ckjordan@kc.rr.com

Activities Co-Coordinators:
Craig Simon
libertysimon@aol.com
Kim Simon
kimsimon1009@gmail.com

Newsletter Editor: Ed Curry
ecurry@att.net

Webmaster & Publicist:
Kenny Wymore
Kwymore77@gmail.com

Historian: Paul McBride
pmbctr3@everestkc.net

Past Director:
Steve Vehlewald
stevevehlewald@gmail.com

I think I speak for everyone. Happy New Year! As I look back, I do not ever remember wanting a year to be over more than what we all went through with 2020. Hopefully everyone stayed safe and healthy with no major complications.

This year brings challenges, we are working hard to try and bring some normalcy back. We have a few new officers, some changing positions, and some stepping down. I would like to thank Steve Vehlewald, Mark Gillissen, Jack Edwards, and Chip Kigar for their dedication and years of service to the Club. Being the new Director, I would like to welcome Larry Taylor as the new Assistant Director, moving from Activities Coordinator, Craig and Kim Simon are our new Activities Coordinators, Keith Jordan as our new Treasurer. Staying on as board members are Warren Wood, Secretary, Paul McBride, as Historian, Ed Curry, Newsletter Editor, Steve Vehlewald as Past Director, and Kenny Wymore expanding his Publicist role to include the Webmaster.

We had the Club's yearly planning meeting via Zoom to layout activities for the coming year. Kim and Craig Simon did a great job coordinating this and getting ideas of thing we can do and still social distance ourselves. We are working on ideas so we can begin seeing each other again and getting the cars out as weather permits.

A little about me. I am a second-generation club member. My parents were original club members with Paul McBride, Gary Davis and many others. I remember going to club events as a child. My father, Richard, was an early Newsletter Editor, of course my mother, Virginia, did most of the actual "typing". The car I have, a 1966 TR4A was their car, so you could say it is an original club car. If anyone is interested on a bit more history, the story can be found on British Sportscar Life. <https://www.britishsportscarlife.com/all-sports-car-stories/2020/2/18/1966-triumph-tr4a-steve-p>

So, for now welcome all to a New Triumph Year.

Cover Shot

Nice TR3A at the top of a ski mountain.
But who is this guy?

UPCOMING EVENTS

- 2/4 Club Night Zoom Meeting
- 2/10 Drive Your Triumph Day
- 3/4 Club Night Zoom Meeting
- 3/20 Drive—Fort Osage to MO City

JACK EDWARDS AWARDED LIFETIME MEMBERSHIP



The Club's Board of Officers has passed a unanimous Resolution awarding **Jack Edwards** with a Lifetime Membership to the Club. This award was made in recognition of his many years of loyal and enthusiastic service to the Club in numerous ways, including as Director of the Club for the years 2007 through 2012, the longest tenure of any Director. He also is the longest serving Past Director, another 8 years. His service was brought to light as Jack moves off the Board position of Past Director. He will remain a member of the Club for life. The only two previous recipients of this award are Gary Perry, awarded in May 2014 and Larry Birks, awarded in August 2014. Among Jack's achievements as Director are reinvigorated the club after a period of stagnation and bring it to growth and prosperity. Jack was instrumental in the Web Site startup and moving meetings to Birdies, our longest meeting venue. He advocated charitable involvement including many sessions at Harvesters packing groceries. One of Jack's greatest accomplishments was after his Directorship. He chaired and led the successful effort in hosting the 2014 South Central Regional Vintage Triumph Register Convention held at the Elms Hotel in Excelsior Springs. Although some expressed reservations during the months of preparation, Jack had prior convention planning experience and he assured us that all would work out. A large group of Midwest Triumph owners attended the five day event and from the many comments received, they were delighted with the event.

Please join in extending a heartfelt congratulations to Jack through our Google email network or directly to him at jackhedwards@gmail.com.
Congratulations Jack!

DRIVE YOUR TRIUMPH DAY February 10th



Last year's event

Wednesday, February 10th is National Drive Your Triumph Day in recognition of the birthday of Sir John Black who bought Standard/Triumph after WWII and built many of the Triumphs that we enjoy today. To celebrate his birthday, Triumph owners worldwide will be driving their Triumphs and submitting photos of their cars taken on that day to be submitted to Vintage Triumph Register magazine and posted online.

Join us in your Triumph at Black Hoof Park, 9053 Monticello Road, Lenexa 66219, February 10th at 11:00 AM for group and individual photos.

TR TIMES

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Member Updates...

Projects, Problems, and Progress

Jeff Givens says that his workshop is trashed! Rear end completely pulled out of the Falcon (*Jeff's second love is a '63 Ford Falcon he's prepping for a rally in 2022*) and I will refurbish and install different gear sets. New rear springs, shocks, have to cut off and weld in new rear axle spring perches, new bushings, stainless steel brake lines, new bearings and seals, new KYB Gas Adjust shocks, period correct Kelsey Hayes 11-inch four piston disk brakes, and 11-inch drums, sway bars front and rear, 1965 Shelby steering and control arms, and more. Should have this years planned projects finished by March/April. The TR needs minimal work, and is almost ready.



Steve Olson says that noisy differential that has been bugging me every time I drive the car for the last 100,000 miles or more has not bothered me at all lately.

I severely miss the convenience of driving to Lenexa to get parts I need. The exact same part seems to cost more from the other US suppliers plus I have to pay for shipping and wait days to get it. But since those suppliers stock almost nothing for my TR8 I am used to ordering most things from Rimmer Brothers in the UK and waiting for and paying for shipment across the pond. (*They are now advertisers! Better get used to it Steve.*)

Larry Taylor sold his BMW Z4 to Carvana. They came to the house and picked it up and gave me a check for \$2,200 more than I paid for it. Their offer was also \$5,700 more than CarMax offered to repurchase it! All in all, it was a great experience dealing with them. They would probably not be good for selling classic cars, but if you need to sell other cars, they might be worth considering.

Rick Womble reports that he had triple bypass surgery and is recuperating. (*Rick, Hope you have a speedy recovery so you can be back in your Triumph this spring!*)

Stan Endecott says he did buy lot of parts from Victoria British. When they moved to the new building and there was no VB sign, I asked the gentleman Bob who used to work there what was going on. He acted like he knew but he couldn't say. He has since moved to Branson and has a job down there. Will miss the parts so close to me in Olathe. I also have a good '74 Spitfire tranny, flywheel, clutch and pressure plate if anyone needs them. (*Bob was the best! We lost a great asset when he left VB.*)

Van Davison repots that he sold his TR6 to a gentleman from Sisters Oregon. He flew in and drove it all the way home without mishap. It probably helped that it had a Chevy fuel injected V6 with 5 speed. He was happy to get it as he has had one in the past. I have a high school friend who lives in the same neighborhood out there, so maybe I will be getting an update.

Member Updates Cont.

Ed Curry moved his TR3A from the Carriage Houses Garage condos in DeSoto to Your Classic Ride (YCR) near the Crown Center in mid-town KC. YCR is a unique cooperative garage community of vintage car owners. For the rental price of a car bay, all have access to a lift and enough other heavy equipment to wreak havoc on your wheels.

Warren Wood To spiff up the '72 TR6, I have a new dash from TRF to replace the original whose veneer is delaminating, a new windshield to replace the original that looks as if it has been sandblasted over the last 49 years, LED bulbs to brighten up the gauges and exterior lights other than the headlights, and a few other miscellaneous bits to help improve the car. Might even get the windshield wipers working again! Hope Gary Gumminger can complete these by late February.

JOIN THE VINTAGE TRIUMPH REGISTER

VTR is the national club of Triumph enthusiasts and sponsoring organization for our Kansas City Triumphs Sports Car Club.

VTR membership provides:

- The Vintage Triumph Magazine, a bi-monthly color publication
- National VTR Convention, this year in Edmond, OK, Sept 14 –18th
- Website with reference materials and member only sections
- Record trace certificates for TR2/TR3/TR3A/TR3B (\$35 Fee)
- Clothing, regalia and exclusive items

\$35 annual membership. Sign up at vtr.org



Find us on:
facebook®

<https://www.facebook.com/kansascitytriumphs/>

<http://www.kansascitytriumphs.com>

Remembering Steve Boyse (1946 – 2016)



April 23, 2016: Spring Tune Up. Steve served as Membership and then as Activities Director. “He was a man of strong opinions and of ecumenical taste in motorcars”. Quote by Paul McBride.

‘Take 2 Stellantis and call me in the morning’

Stellantis? Is that the latest miracle drug or a really bad name for the second largest car company in the world? The geniuses that merged Fiat-Chrysler with Peugeot which includes venerable brands like Jeep, Dodge, Alfa Romeo, Maserati, Citroen, Opel and Vauxhall decided that Stellantis sounded snappy. Walter Chrysler is rolling over in his grave!

KC TRIUMPHS ZOOM!

By the Ed-itor



Club history was made January 16th when members joined in a Zoom session. The occasion was the Annual Planning Meeting. This event had always been done with in-person members at restaurants, community club houses or member's homes. The monthly Club Night Out will also revert to Zoom sessions for a short time. Meeting virtually is certainly less than ideal but is the best option for now. As you have seen in other club newsletters, this is what most have resorted to. We are anxious to return to our normal meeting venue, Pegah's Restaurant, and will do so for either inside or parking lot dining when it is safe.

At the planning session, facilitated by our new team of Kim and Craig Simon, Activities Co-ordinators, a great many events were discussed and scheduled. There is still much refinement to be done. As a next step, events will be co-ordinated with the MG Club so that we may participate in each other's activities. A tentative planning calendar is on page 19.



THOUGHTS FOR THE DAY

Do it! Do it! Do it!



Finally I understand why cars have these things...



Her : I bet he's thinking about another woman ...



HIM: It has spark.
It has fuel.
Why won't it start???

TRIUMPH QUIZ

Odds & Ends and a Bit of History

By Paul McBride, Historian

1. When the Triumph Spitfire was introduced in 1962 the engine distributor was manufactured by AC Delco instead of Lucas. Why?
2. Who was the popular Triumph racer who, after taking delivery of a powder blue TR4, crashed it in the second race of 1962? (Lake Garnett, Kansas.) It was rebuilt from a donor car and painted black for the remainder of the season. A season in which he won his first SCCA Championship.
3. Two TR models offered only one color of carpet...charcoal gray. What models were they?
4. Only one Triumph Car model was accepted into membership in the exclusive Classic Car Club of America. What was it and what specification did it need to have?
5. What does the acronym "AC Delco" read when it is spelled out?
6. Some of the early British nomenclature was quite descriptive. What was the name for "choke"?
7. The "rest of the world" TR6's were fuel injected. USA had to make do with carburetion because of smog restrictions. Why would I prefer the fuel injected TR6 that is pre-1973?
8. During 1971 the TR6 was fitted with stronger internal and closer ratio gears. They came from what other Triumph?
9. Siegfried Bettmann was the founder of Triumph Bicycles (1885) Motorcycles (1902) and finally Motorcars. What was the year of the first Triumph Motorcar?
10. Bettmann, a German, was a naturalized citizen of England. He became the mayor of Coventry (1913-1914) and also Chairman for 3 years of a surprising motorcar company. Name that company.
11. In the late 60's early 70's Triumph made an odd decision to fit some models with mag R.O. style wheel covers that showed 5 studs but covered 4 stud wheels. Name at least 3 of these models and what did the initials "R. O." represent?
12. Sir John Black, Chairman of Standard Triumph was seriously injured in an auto accident returning to the factory in 1953. What cars/trucks were involved and who was driving the chairman?
13. The Stag V-8 engine used the architecture of a Triumph 4 cyl engine which was supplied to a European car company and later became the power plant of a very popular Triumph. Name the 2 cars.
14. When changing out the TR7 water pump what information is important to know?
15. How many rear seat designs were offered for the TR3 & 3A?
16. In the Fall of 1978, the fledgling KC Triumph Club met at Rick Torre's Foreign Car shop in Overland Park to elect a slate of officers. Name the member who was elected to the always crucial position of Newsletter Editor.

Answers on Page 18

Team Jeffs Prepare for the PYRENEES RALLY

By Jeff Givens

Team Jeffs are signed up for the TR's in the Pyrenees Rally October 2021. We have sent in our money, and with any luck at all the Rally will happen even while COVID is still dancing around. My car will be getting a new transmission tail shaft seal, reared pinion seal, a new speedometer cable, and a well deserved and timely new windshield in February. I will do some short runs around the Kansas/Missouri area to the tune of a couple thousand miles, then a final car service, and put it in the trailer. No, I will not drive the car to Brunswick Georgia for shipping this time because of some extenuating circumstances. Lots to do before the trip though! Let me see, a Jesse Prather Race Shop tune-up in Topeka, a Macy's Garage Rally inspection near Dayton Ohio, and new tires and wire wheel balance/truing at Hendrix Wire Wheel in North Carolina. I will deliver

my car to the Port of Brunswick Georgia before the last week of August, and it will be on the ship by the end of August. Roughly two weeks of Atlantic Ocean transit before ending up at the Port of Santandor, Spain.

I am planning to pick the car up in Santandor within a short time after its arrival, and then put the car and myself on the overnight Ferry Boat to the UK. I will drive around Scotland to visit the family ancestral home for about 10 days, stop to see the Rally Organizer and Revington TR for several days. After that, I will either convoy with other UK TR's to the Rally start point in Toulouse France, or get back on the overnight Ferry Boat to another port in Spain, and then get to the Rally start point. My son Jeff will join me at some point during the travels.



Following the great success of our TR Register Liège-Brescia-Liège Rally 2019, by popular request Rally TR Pyrénées 2021 will traverse the Pyrenees and northern Spain! Run first in 2009, refined in 2014, the superb route takes in beautiful, deserted mountain passes, sleepy villages and sweeping open roads, all in stunning scenery. Participants will enjoy luxury hotels, fun special tests on race circuits, fascinating visits, mechanic back-up – and the chance for the competitive to win superb trophies.

The roads are wonderfully quiet, the weather is usually superb, and the camaraderie of rallying with like-minded enthusiasts, all in TRs, is unbeatable: it's a challenge for sure, but it's enormous fun! We start in Toulouse, and finish close-by in Carcassonne: getting there and back is easy either by the French motorway system, or by ferry to northern Spain, or - if there is sufficient demand, we will arrange (at extra cost) transport from and back to UK by enclosed transporters with EM Rogers, at very competitive rates: you can then take a cheap flight to Toulouse and meet your car there.

Pyrenees Rally Cont.

Provisional Timetable: This Timetable is provisional and may be amended.

Friday October 8

15:00-18:00 Signing On, Ibis Styles Toulouse Labège

Saturday October 9

08:30-09:00 Start, Toulouse



10:45-12:30 Special Test & Lunch, Circuit International de Lavelanet

18:00-19:00 Check In, Hotel Eychenne, St Girons; 20:00 Welcome Dinner

Sunday October 10

09:30-10:00 Check Out, St Girons



17:30-18:30 Check In, Hotel le Montaigu, Luz St Sauveur

Monday October 11

08:30-09:00 Check Out, Luz St Sauveur, France



19:00-20:00 Check In, Hotel de Londres y de Inglaterra, San Sebastian, Spain

Pyrenees Rally Cont.

Tuesday October 12

Morning Explore San Sebastian;

10:30-11:30 Check Out, San Sebastian



14:30-16:30 Special Test, Circuito de Navarra

17:00-18:00 Check In & Wine Tasting, La Rioja, Bodega Eguren Ugarte

Wednesday October 13

08:30-09:00 Check Out, La Guardia



17:00-18:00 Check In, Monasterio de Piedra, Aragon

Thursday October 14

09:30-10:00 Check Out, Monasterio de Piedra



13:00-14:00 Check In, Morella

Afternoon Free to explore historic town

Overnight Hotel Rey don Jaime, Morella

Pyrenees Rally Cont.

Friday October 15

08:30-09:00 Check out, Morella

11:00-13:00 Special Test & Lunch, Circuito Mora d'Ebre



14:00-15:30 Check In, Hotel Astari, Tarragona

Afternoon/Evening Free to explore historic Roman city of Tarragona

Saturday October 16

09:30-10:00 Check Out, Tarragona



17:00-18:00 Check In &

National Motor Museum Visit, Andorra

18:00 Police Escort through Andorra la Vella

Overnight Hotel Nordic, El Tarter, Andorra

Pyrenees Rally Cont.

Sunday October 17

08:30-09:00 Check Out, El Tarter, Andorra



14:00-16:00 Visit, Château de Peyrepertuse

18:00-19:00 Check In, Carcassonne Citadel Gates



Overnight & Prizegiving Dinner, Hotel de la Cité, Carcassonne

Monday October 18

Morning Breakfast; departure. Visit Mediaeval Citadel of Carcassonne

**Welcome New Member****Bill Fisher**1964 Triumph TR4, white - minor
cam/motor mods.1963 Austin Mini under construction -
Bright Orange!

Understanding the TR5

By Craig Simon

This past year a TR5 owner named Andrew Uprichard developed a spread sheet showing owners, their TR5's serial numbers, options, color and where their 5's were purchased. Owner Rob Ervin developed a website (tr5pi.com) exclusively for TR5's. As months went on, more and more 5 owners got involved.

One of the members, Pierre Marchand, had this Press book on the TR5. Most interesting. I've edited it as most know how the TR5 came to be, but there are some enlightening tidbits I'll pass along.

From the press kit:

"A greater degree of passenger comfort has also been provided by extensive restyling of the car's interior, and with a top speed of 125 mph, it is the fastest production car ever marketed by the Company. Running at 100 mph, in over-drive, the engine is running at a mere 3860 RPM."

I have come close to verifying the top speed of 125mph on the autobahns in Germany. Since my speedometer needle has always oscillated, it dancing between 100 and 140 mph would lead me to believe 125 is accurate. I am not sure of my RPM's as I started getting a whiff of something burning. Electrical in nature. I dropped back down to my normal driving speed of 70 mph and smell went away. I made a mental note of this for possible future use.

It goes on to say....

"The interior has been extensively reworked. The seats are now covered with ventilated 'Ambla', material as in the 1300 and 2000 models, and new door trims with revised handles and anti-burst locks are incorporated."

This new revelation about my interior was fascinating. I will definitely point out to the judges at my next Triumph Concours and anybody else who will listen that my seats are "Ambla" and door locks had a tendency to burst in early Triumph models so they incorporated anti-burst ones on TR5's.

More interesting facts:

"The rear suspension has been stiffened up by 25% over the TR4A, to give better road handling. The steering wheel column is designed to collapse in the event of an accident and the steering wheel is padded to give maximum crash protection".



All I can say about this is whoa to those owners of TR2's, TR3's and TR4's that don't have that amazingly padded crash protected steering wheel. Sometimes when I would pass a semi-truck, look over and see myself in its hubcap, I'd get a little nervous. But now I'll just smile, knowing if I am in an accident my collapsible steering column with its maximum protected padded steering wheel will save me.

I must say I did find some information misleading. That is in the performance data.

"The TR5 outperforms its predecessor all the way through the speed range. The standing quarter mile through the gears is achieved in a time of 16.5 seconds, 1.2 seconds faster than the TR4A and 0-50 in 6.5 secs. which is 1.4 seconds faster and this is achieved with considerably less 'fuss' and noise from the engine compartment."

Ok, I agree with the "less fuss and noise" comment, but only 1.2 seconds faster than a TR4A in a quarter mile. Come on!!! I don't know what hot rod, souped up TR4A they were using, but a fuel injected, 2.5 liter, 6 cylinder is only 1.2 seconds faster? I suspect they failed to report the driver of the TR5 had never driven a stick before and the driver of the TR4A had recently retired from Formula 1. I know without having any facts to back it up, I could beat a TR4A, in a quarter mile by more the 1.2 seconds. Just as sure as I know my maximum protected padded steering wheel will save me in a collision with a semi.

WEDGE WORDS

By Steve Olson

With the cold weather I noticed the TR8 heater was not exactly melting the soles off my shoes like the one in my other cars do. So, I checked to be sure the heater coolant valve was fully opening. And I checked to make sure the heater hoses had no kinks or appeared to be blocked. I made sure that the coolant level was not low. I even checked to be sure there was not any air in the system. After all that I decided to do something simple. The gauge has been showing only about a quarter of the way up but I know how easy it is to move the needle accidentally or on purpose. I got out my infrared thermometer and once the engine got fully warmed up on a long test drive, I checked to see how hot the upper radiator hose was. It felt warm but not hot to the touch and sure enough it registered 160 degrees. Some idiot must have put in a 160-degree thermostat last summer trying to solve an overheating problem. I think I even remember doing that.

Thermostats are relatively inexpensive and the TR8 takes a size that also fits most other cars. So I searched online and found many available at local parts vendors in 160 180 192 197 or 205 degrees with 180 being the most recommended for my application. Prices ranged from \$5 to the low 20s. The main difference I could find between the cheapo and the spendy ones was whether or not they had a small weep hole with a jiggle in it to keep it from ever stopping up. In some applications this is important to allow some coolant to flow even when the thermostat is fully closed for cars designed without a bypass. And the weep hole also lets air bubbles more easily escape the engine. I can see no reason why my car would need a weep hole.

But I looked on the online forums and found lots of advice from self-proclaimed experts. They seemed about equally divided on the need for a weep hole. Most did point out that on many other TR models (but not a TR8) a special thermostat was needed that had a blocking sleeve that shuts off the flow in the bypass when the thermostat opens. Why is some form of bypass needed? Well, when the thermostat is closed you still want coolant circulating through the engine even if it isn't yet hot enough to open the thermostat so some spots, like around the exhaust valves, don't overheat.

I like to save money and I am impatient. I went to the closest parts house and asked which ones they



had in stock and how much they cost. So I came home with one of the \$5 ones and it of course had no weep hole.

I have a drill and I could even create a jiggle thingie out of some soft wire mashed on both ends. Since I don't run leak stop in my coolant, I decided no jiggle will be needed. I chose my tiniest bit and of course it broke off long before even making a good start drilling a hole. But my next larger size was still tiny so I used that. Now I just need to drain enough coolant and then install the new customized 180-degree thermostat and refill the system. With any luck I will get that done before Summer arrives.

P.S.

The old stat turned out to be 180 and the new one of course didn't cure the cold toes. Plan B is to put cardboard in front of half the radiator. Come Spring I will remember to remove that eventually.

Being a little older, I am very fortunate to have someone call and check on me everyday. He is from India and is very concerned about my car warranty.

Mark Canaday's Toy Shop FOLLOWUP

By Ed Curry

There were a few unidentified cars in last issue's article about Mark's restoration shop, A+ Collision in Topeka. I asked Mark to help with some background. He says he's "grateful for the patronage of all the car clubs in the area. It is a lot of fun to see the cars out and about or just the pictures taken of them as they left the shop."

Below are his comments about some of the cars.



This blue car is a replica Daytona Coupe.



Shelby Cobra or Fake Snake? *For the record this snake was no fake. It is CSX 3032, a big block 1966 with race history. It was prepared for a Colorado client and is for sale by owner for \$2.8M.*



Any guess at this one? *It's a Lotus (Elite circa '57-'63) in the spray booth. It was sprayed Lotus racing green with yellow stripes.*



Bentley Coupe? *This '42 Lincoln is not a Bentley at all, but is now becoming a street rod. Picture was taken before the Crown Vic front suspension was fitted and 4.6L twin cam MK8 drive train went in.*

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 December 15, 2020:

The Board held its regular meeting by Zoom video conference call for the first time, and Steve Peak reported that he had purchased a Zoom video conferencing account for the Club to use for a year. -- Results of the December election of officers were approved, and new Board members were welcomed to the meeting. See page 2 for full election results -- The members discussed transition of responsibilities and Club materials to the new officers. -- The annual Planning Meeting was set for January 16, and work began on a preliminary 2021 calendar of events for consideration at the Planning Meeting.

Board Meeting of January 19, 2021:

The continuing pandemic prompted another Board meeting by Zoom conference. Kim Simon reported on results of the January 16 Planning Meeting, and work continued on developing the events calendar for the year. Monthly Club Nights Out are likely to resume with the February and March meetings by Zoom conference. This year's summer picnic will occur near the beginning of British Car week (May 23) instead of at the end of that week in order to avoid a conflict with the Memorial Day weekend. Emphasis is being given to more driving events as they are more compatible with social distancing requirements. -- There was discussion on updating the website with contact information on new officers and the need for a backup administrator. -- Ed Curry reported on recruitment of new advertisers for the newsletter. -- There was discussion on encouraging membership in the Vintage Triumph Register.

JOIN KANSAS CITY TRIUMPHS

The Kansas City Triumphs Sports Car Club is dedicated to the preservation and restoration of Triumph sports 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 sports cars. We publish a bimonthly newsletter sent to all members. 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:

Keith Jordan, Treasurer
6463 Payne Street
Shawnee KS 66226
913-314-2720
ckjorden@kc.rr.com

MEMBER APPLICATION

New: _____ Renewal: _____

Name: _____

Spouse: _____

Address: _____

City, St, Zip: _____

Phone: _____

Email: _____

Car(s) Information:

Make Model Year Vin#

NAME THE TRIUMPH

This Issue



Triumph's Last Hope?

Last Issue



Record Breaking Jabbeke TR2

See article below

RECORD-BREAKING TR2 PROTOTYPE

From Classics World by Jeff Ruggles—March 2020

In May 1953, during speed trials at Jabbeke in Belgium, the TR2 reached a speed of 124.783mph, setting a record for a sub-2-litre production car. The invaluable publicity Standard-Triumph gained from the achievement led to the Triumph TR label becoming a household name across the world.

In 2015, the vehicle was purchased by TR Register member Glen Hewitt, whose Protek Engineering firm in Wallingford, UK undertook an incredible restoration lasting just under two years. As an important piece of the UK's motor history, it will now be displayed at the Gaydon venue where visitors can enjoy and learn more about it.

René Olivieri, Interim Chair of The National Heritage Memorial Fund, said: "This is a truly triumphant day. A beacon of the UK's pioneering motoring industry in its heyday, this Triumph TR2 prototype is a very important piece of our industrial and social heritage. At the National Heritage Memorial Fund we felt it was imperative to save it for the nation, for future generations to enjoy."

Stephen Laing, Head of Collections at British Motor Industry Heritage Trust, said: "The Jabbeke TR2 record car is a perfect example of the lengths that motor manufacturers were going to, in order to restore their markets and promote their products in the post-war years. It was also



the first in a long line of modern models for a revived Triumph brand, now one of the most popular sports car names around the world. We are delighted that the NHMF has generously enabled the British Motor Museum to purchase a car that complements its collection and the story of the motor industry so well."

ANSWERS TO THE TRIUMPH QUIZ

1. The AC Delco Distributor has a drive for a tachometer. The Lucas unit as on the Herald does not.
2. Bob Tullius
3. TR4 & TR3B
4. The 1935-1937 Triumph Gloria Southern Cross. The 6 cylinder version.
5. (AC) Albert Champion -the inventor and builder of the Champion spark plug. When the directors of his company fired him he formed the AC Company.
(DELCO) Dayton Engineering Laboratory Company located in Dayton, Ohio. General Motors acquired both along with the Remy brothers.
6. Strangler
7. The 1973 and later cars were detuned using a milder camshaft. Horsepower was reduced from 150 to 125 with no notice to the purchaser. The radical overlap of the cam was said to cause a poor idle and one road test complained of having to constantly re-fire the engine in city traffic. Later British drivers have deemed this "Rubbish" and have refitted the hot cam.
8. The "Stag".
9. 1923 -One year before the MG if you are counting.
10. The Standard Motor Company. Isn't that interesting? Many tumultuous years later, after WW II, Standard bought the remains of Triumph. Also in 1922 Morris Motors was inquiring if Bettmann would like to discuss their purchase as they were in financial difficulty. He steadfastly refused. And we should be happy. Competition is healthy.
11. TR250, TR5, '69 TR6, Stag, GT6, Vitesse Sports 6.
The ROStyle -Rubery Owen Company made many parts for cars & trucks including real Mag wheels for Jensen.
12. Ken Richardson (Racing director for Triumph) was demonstrating the Swallow Doretti car that used much of the TR2 power train for Sir John Black. They were returning to the Works when a factory van turned in front of them.
13. SAAB 99 and TR7.
14. The spindle has left hand threads.
15. (3) The TR2 & 3 had a 2-piece seat with legs to deal with the sloping floor and the upright squab was anchored at the top by two chrome bolts. The TR3A had only the seat with legs to Commission #50,000 at which the new body configuration had a flat floor and all that was supplied was an unattached seat cushion.
16. Gary Davis served 4 years and moved onto Director. The Newsletter Editor position was assumed by Richard & Virginia Peak the late parents of our present Director Steve Peak.



Feeling
Insignificant?

KANSAS CITY TRIUMPHS 2021 CALENDAR OF EVENTS - TENTATIVE

By Kim & Craig Simon , Activities Co-Coordinator

<u>JANUARY</u>		<u>JULY</u>	
1/16/2021	ANNUAL PLANNING MEETING - ZOOM	7/1/2021	CLUB NIGHT OUT, 6:00 PM
1/19/2021	OFFICERS MEETING, 6:00 PM - ZOOM	TBD	KIM AGUILAR WINE & JAZZ AT HOLYFIELD
		TBD	DRIVE-IN MOVIE NIGHT (MG)
<u>FEBRUARY</u>		TBD	GREAT AMERICAN CAR SHOW
2/4/2021	CLUB NIGHT OUT, 6:00 PM - ZOOM	7/20/2021	OFFICERS MEETING, 6:00 PM
2/10/2021	DRIVE YOUR TRIUMPH DAY, 11:00		
2/16/2021	OFFICERS MEETING, 6:00 PM - ZOOM	<u>AUGUST</u>	
		8/5/2021	CLUB NIGHT OUT, 6:00 PM
<u>MARCH</u>		8/14/2021	KC RIVER MARKET CAR SHOW (MG)
3/4/2021	CLUB NIGHT OUT, 6:00 PM - ZOOM	8/17/2021	OFFICERS MEETING, 6:00 PM
3/16/2021	OFFICERS MEETING, 6:00 PM - ZOOM	8/27/2021	WINE & JAZZ AT STONE PILAR
3/20/2021	DRIVE - FORT OSAGE TO MO CITY		
		<u>SEPTEMBER</u>	
<u>APRIL</u>		9/2/2021	CLUB NIGHT OUT, 6:00 PM
4/1/2021	CLUB NIGHT OUT, 6:00 PM - VENUE TBD	9/4-6	HEARTLAND ALL BRITISH CAR SHOW & DINNER
4/17/2021	DRIVE - LEWIS & CLARK STATE PARK	9/14-18	VTR NATIONAL CONVENTION - EDMOND, OK
4/20/2021	OFFICERS MEETING, 6:00 PM - VENUE TBD	9/17-18	ST LOUIS ALL BRITISH CAR SHOW
4/24/2021	OLPE CHICKEN RUN (MG & LC INVITED)	9/21/2021	OFFICERS MEETING, 6:00 PM
		9/30-10/3	SIX PACK TRIALS - Richmond, VA
<u>MAY</u>		<u>OCTOBER</u>	
5/6/2021	CLUB NIGHT OUT, 6:00 PM	10/7/2021	CLUB NIGHT OUT, 6:00 PM
5/9/2021	KC AUTO MUSEUM SCAVENGER HUNT	10/2/2021	WEST BOTTOMS ANTIQUE RUN (MG & LC INVITED)
5/15/2021	SPRING TUNE-UP DAY	TBD	LAWRENCE CAR SHOW - LAWRENCE, KS
5/18/2021	OFFICERS MEETING, 6:00 PM	TBD	LAKE GARNETT TRACK CAR SHOW
5/20/2021	KACTUS CREEK CROQUET	TBD	LAKE GARNETT TRACK DAY PICNIC (MG)
5/23/2021	BRITISH CAR WEEK PICNIC (MG & LC INVITED)	10/19/2021	OFFICERS MEETING, 6:00 PM
TBD	MG SLIM RUN (MG)	10/23/2021	FALL FOLIAGE RUN (MG & LC INVITED)
		TBD	MG FAT RUN (MG)
<u>JUNE</u>		<u>NOVEMBER</u>	
6/3/2021	CLUB NIGHT OUT, 6:00 PM	11/4/2021	CLUB NIGHT OUT, 6:00 PM
6/5/2021	ARROW ROCK PARK DRIVE (MG & LC INVITED)	11/13/2021	CHILI SUPPER
CANCELLED	TRA NATIONAL CONVENTION - LEXINGTON, KY	11/16/2021	OFFICERS MEETING, 6:00 PM
6/15/2021	OFFICERS MEETING, 6:00 PM		
6/26/2021	DRIVE TO BE PLANED	<u>DECEMBER</u>	
TBD	GARDEN TOUR & DINNER (MG & LC INVITED)	12/2/2021	ANNUAL MEETING & HOLIDAY PARTY
TBD	COR CAR SHOW - CHURCH OF THE RESURECTION	12/21/2021	OFFICERS MEETING, 6:00 PM

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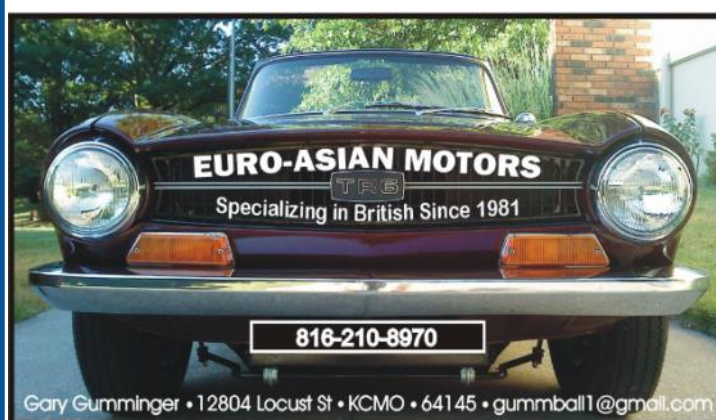
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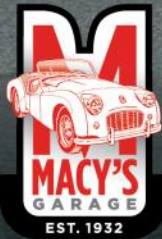
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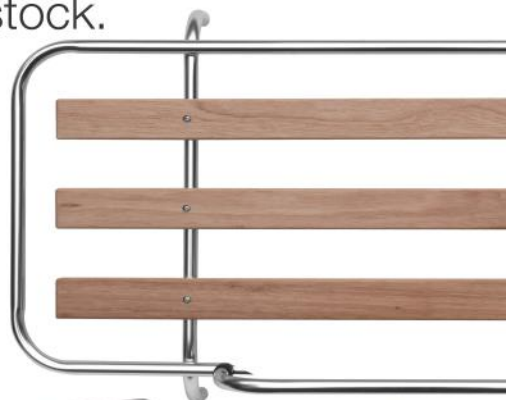
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TUBE SHOCK CONVERSION KIT for 1965-1967 TR4A (IRS) or 1967-1976 TR250, TR6. This item was bought from Victoria British and installed on my 1975 TR-6 in June 2016. I went back to the original lever shocks in March 2019. Only used the Conversion kit for 1,157 miles. Nothing wrong with them, just wanted to go back to a softer ride. Original price was \$169.93 plus tax. Asking \$60.00.

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. Bought the receiver for \$98.00 plus tax. Asking \$20.00.

Contact Bob Aguilar at 913-681-3202.



He said he had a Spitfire in his garage for sale.

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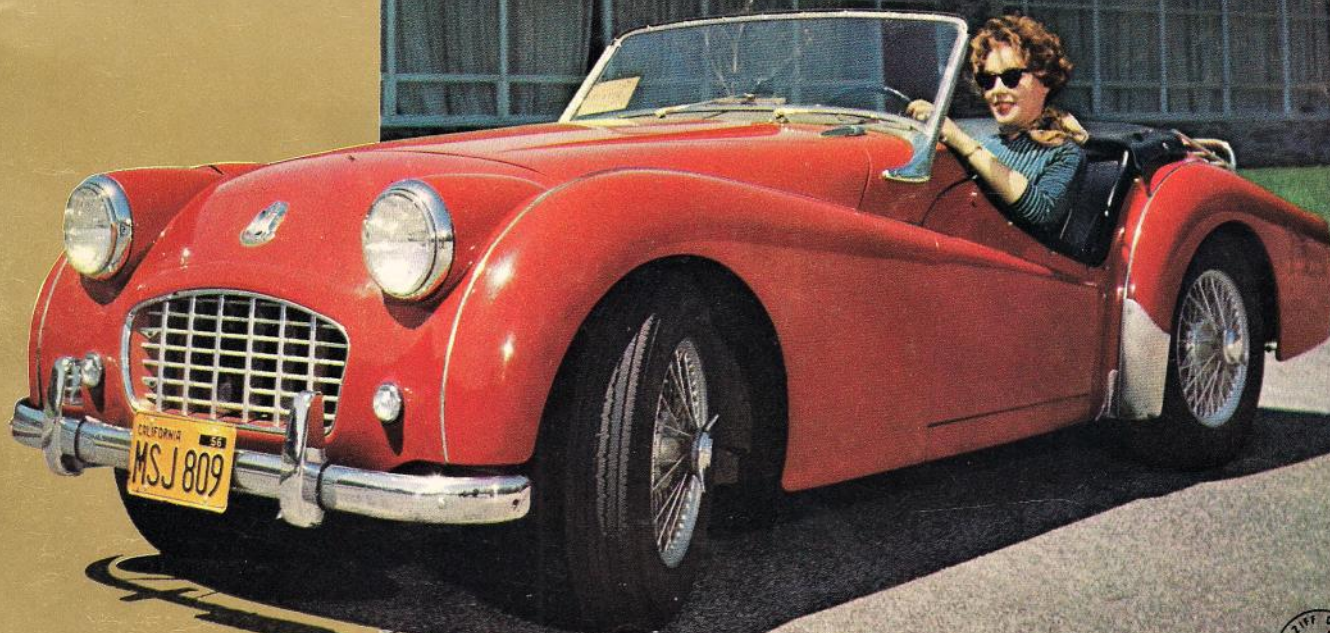


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Autocar 1938.
TRIUMPH DOLOMITE
ROYAL SALOON ROAD TEST

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Autocar 1976.
TRIUMPH DOLOMITE
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It's good to see that Autocar's standards haven't declined over the years.

Using the quotations from motoring magazines to sell cars is as old as motoring magazines themselves.

And Autocar was first published in 1895.

But you can learn a lot about a particular make of car by comparing road tests down through the years.

The two reviews above are separated by nearly forty years, and yet they're both saying essentially the same thing. They're even using much the same words.

The 1938 Triumph Dolomite was impressive for the quality of its finish and the range of its equipment.

The modern Triumph Dolomite is similarly praised. (With 35 'extras' fitted as standard, it's hardly surprising).


But the most significant word the two reports have in common, we modestly submit, is the word 'Quality'.

In fact, the more recent Autocar report concludes with the following words:

"The appeal of the Dolomite, its air of quality without the drawbacks—for many buyers—of excessive size and unnecessary performance, is obvious and should stand it in good stead."

If the Autocar road test in the year 2016 is equally flattering, they will have proved themselves right yet again.



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