



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 44—Number 5 October/November 2022



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DIRECTOR'S DRIPPINGS

Surprise, It's Fall

Steve Peak

The thoughts of warm days with cool crisp nights, windows open, and fall color changes is interrupted by 97 degrees. What the heck, I love the Midwest.

We had some real interesting events the last couple of months that I hope you were able to attend. Ed Curry did a great job with his Frame Off Restoration tech session at Your Classic Ride. We also had the informative tour of Empire Automotive setup by Craig Simon. Thanks to all that attended, hope everyone learned some things.

We still have some more driving events coming up during this nice fall weather so I hope you can join in. Check out the calendar of Upcoming Events.

Please note the yearly Holiday Dinner is back to December. December 1st to be exact, at Granite City restaurant in Zona Rosa shopping center, KCMO. This will include the annual meeting and election of officers. See the flyer included in this issue. We will also be sending it out as a separate email in mid-October.

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:
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libertysimon@aol.com
Kim Simon
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Newsletter Editor: Ed Curry
ecurry@att.net

Webmaster & Publicist:
Kenny Wymore
Kwymore77@gmail.com

Historian: Paul McBride
pmcbtr3@everestkc.net

Past Director:
Steve Vehlewald
stevevehlewald@gmail.com

Notice of Annual Meeting

Warren Wood

As provided in the Club's By-Laws, Art. V, this is Notice of the Club's upcoming Annual Meeting.

Date: Thursday, December 1, 2022

Time: 6:00 p.m.

Location: Granite City restaurant, 8461 NW Prairie View Rd, Kansas City, MO 64153

Meeting Topics: Election of officers and general discussion of other Club matters. The meeting topics will immediately follow the Annual Holiday Dinner.

Slate of officers nominated (2-year terms):

Director – Steve Peak

Assistant Director – Larry Taylor

Secretary – Patrick Barrett

Treasurer – Keith Jordan

Activities Co-Coordinator – Kim Simon

Activities Co-Coordinator – Craig Simon

Newsletter Editor – Ed Curry

Webmaster and Publicist – Kenny Wymore

Historian – Paul McBride

Past Director – Steve Vehlewald

UPCOMING EVENTS

10/1 – MG CLUB 40th ANNIVERSITY

We are all invited to share in their celebration! The MG Club will furnish BBQ and side dishes from Zarda BBQ, water, soft drinks, and dessert for lunch. Shawnee Mission Park, Shelter #1, 11:00 to 5:00

10/7-8 – LAKE GARNETT PRE RACE EVENTS

Check-out their fabulous web site at lggpr.org for all details

10/8—ANTIQUÉ RUN

Seventh annual Antique Ramble in the West Bottoms. Hosted by our intrepid scavenger, Chip Kigar. Starts at 10:00AM and concludes with lunch. Watch for Evite.

10/9—LAKE GARNETT RACE DAY PICNIC

Club tent and trackside viewing area. Bring a chair. Cookout with food and beverage hosted by club. See poster in back. Watch for Evite and respond for picnic attendance.

10/6 – CLUB NIGHT OUT—6:00 pm

All invited, no invitation needed, just show up! Pegah's Restaurant, 12122 W 87th St., Lenexa 66215

10/18 – CRUMB BREAKFAST – 9:00 AM

This month's location is Sandy's Restaurant, 1255 SW Highway 7, Blue Springs, MO 64014 . Watch for the Evite!

10/22—FALL FOLIAGE RUN

Hosted by Craig and Kim Simon at the peak of foliage colors. Destination is scenic Atchison, KS. Plan for a two hour ride. Rain or shine, so be sure your top works! Watch for Evite.

10/29—CHILI COOK-OFF

Our traditional Chili event is once again hosted by Larry Taylor at his hone. Bring your best chili, appetizer, dessert, adult beverage or just join in the fun! Vote for the best chili. Watch for the Evite.

11/3 – CLUB NIGHT OUT—6:00 pm

All invited, no invitation needed, just show up! Pegah's Restaurant, 12122 W 87th St., Lenexa 66215

11/22 – CRUMB BREAKFAST – 9:00 AM

Location varies around the region every month! Watch for the Evite!

11/30—MECUM PRE SHOW PRESENTATION & CHICKEN FEED

Dana Mecum will present his overview of the vintage car market at Your Classic Ride. Join-in for an interesting night benefiting the Tonganoxie HS Automotive training program. Watch for Evite.

12/1—HOLIDAY DINNER AND ANNUAL MTG—6:00 PM

New location this year, Granite City, Zona Rosa. Appetizers and four dinner selections at a very reasonable price subsidized by the club! Entertainment by Rhymin' Simon (Craig, not Paul). ***Paid Reservations needed by 11/21.*** See reservation flier in back. This is also the official Annual Meeting where we will vote for Board of Directors positions.



2022 National VTR Convention

Larry Taylor

The 2022 National Vintage Triumph Register Convention, sponsored by the Illinois Sports Owners Association, was held at the Eagle Ridge Resort & Spa near Galena, Illinois from August 28th through September 2nd. Attending from Kansas City were Jeff Givens in his 1959 TR3A, Rick and Sondra Brasfield in their 1974 Triumph TR6, myself in my 1960 TR3A and Keith Jordan and Pat Barrett in their daily drivers.



We met in Cameron, MO early Sunday morning. The high points of the day included intermittent and sometimes severe storms, a bumpy Highway 3 that featured about a dozen Amish families on their way to church in their Sunday best and horse-drawn wagons! We took other secondary roads with Rick's and my taillights failing (but both easily fixed after arrival). We arrived at Eagle Ridge about 4:30, checked in to the convention. Keith and I shared a two bedroom condo on the resort, while Jeff and Pat stayed separately offsite in Galena and Rick and Sondra stayed in Dubuque. The first choice for dinner was the Irish Pub, but it was closed on Sunday so we ended up at the Los Aztecas II Mexican restaurant for dinner.

Rick and Sondra participated in the Funkhana Monday morning, the first event (and first full day) of the convention. Sondra enjoyed it so much she participated a second time with Stephen Oertwig in his right-hand drive 1965 Herald 1500 Estate! Stephen indicated that he was a former member of our club and may be moving back to the area. Rick, Sondra and I then went on the wine tour to the Rocky Waters Winery (self-driving), while the others attended the tech session on LED lighting. We met Mark Firnhaber, a

friend of Jeff's from Indiana with a 1969 TR6 and "adopted" him as part of our group. Jeff and Mark attended the Time/Speed/Distance (TSD) Rallye orientation in the afternoon and we all attended a very nice welcome party by the lake that evening.

Tuesday started with a breakfast run to the DeSoto House Hotel in downtown Galena followed by a tech session on brakes and suspension. Jeff and Mark entered the TSD Rallye in the afternoon, but had to drop out because of Jeff's TR3 misfiring, which turned out to be a bad ignition rotor. Afternoon and evening activities included Rick and Sondra going on a poker and ice cream run; a great tech session on tuning carburetors, especially Strombergs (see separate article). Keith and I went to the grocery store and stocked up for dinner. The group met at our condo that evening and Jeff prepared a great steak dinner with roasted new potatoes, asparagus, mushrooms, and Caesar salad. Yum! This dinner was one of the high points of the trip.

On Wednesday, we spent most of the day watching the autocross. Sondra prepared a "Go Mark" poster for our adopted member Mark Firnhaber. When Mark lined up at the starting line, we held up the poster and



cheered him on with an embarrassing loud, "Mark! Mark! He's our man! If he can't do it no one can!" We are certain that Mark getting second place in his class was due in no small part to our cheer! The autocross was followed by another excellent carburetor tech session, this time on SUs and then an awards reception for the driving events and craft shows that evening.

Nat'l VTR Con't.

The Thursday Concours and People's Choice shows started at 9:30. I left early to go by the car wash first and blew out the heater hose between the water pump and the firewall in front of a little general store on the resort property. I thought I could move on if I turned off the heater and taped the split in the hose with tape made for that purpose, but it was not to be. Jeff, who is always prepared, came to the rescue with a spare heater hose. With that, and coolant from the general store, I was on my way to the show but had to skip the car wash. Thanks to Jeff and Keith for the assistance.

The show was at a grassy park near the old train station in Galena and featured about 200 cars with slightly more cars in Concours than People's Choice. There were many nice cars at the show including more Heralds and Vitesses that I have ever seen in one place, a 1935 Gloria Southern Cross, and a 1953 Triumph Renown. Jeff and I entered our cars in people's choice with Jeff in the early TR3A class and me in the later TR3A class. Rick and Sondra left early Thursday morning and did not enter their car in the show. Keith and Mark Firnhaber left for home early afternoon.

That evening Jeff, Pat and I attended the cocktail reception followed by the awards banquet. The featured speaker was Tim Suddard, publisher of *Classic Motorsports Magazine* who related the history of the magazine and how Triumphs influenced him. When the awards were announced, Jeff won first place in his class; I won second in mine; Stephen Oertwig won People's Choice best of show in his 1965 Herald 1500 Estate; Mark Firnhaber won second in class in autocross; and Cecil Wise from Coffeyville, KS, (who many club members know), won first in the modified prepared class in Concours and Autocross with his 1965 Vitesse and his wife Mia won the award for Best Craft.

It was then announced that VTR 2023 will be hosted by the Georgia Triumph Association and the British Auto Owners Group September 29th through October 1st in Dillard, Georgia. Details will be posted soon at www.VTR2023.org.

Friday morning Pat and I headed for home taking a more direct route while Jeff headed for a business meeting in Chicago. The weather for the drive was near perfect and I made it home without incident at about 2:00. Thank you Pat for following me home.



Nat'l VTR Cont.



NATIONAL VTR TECH SESSIONS

LED Lighting & Brakes and Suspension

Pat Barrett

I attended Tech Session One - "LED Lighting" on Monday presented by Mike Sablehaus and Jim Thompson, co-owners of LiteZupp Inc. LLC.

Mike started with a brief overview of LED technology and how it can be integrated with traditional automobile electrical systems. Benefits of LED lighting include greater lighting intensity per watt, approximately 50,000 hours lamp life and can be adapted to 6V, 12V and positive or negative ground.

Some of the challenges include difficulties with corroded older wiring harnesses, fitting difficulties due to required bulb heat sinks and available bulb sizes, no white LED (must use a combination of red, blue and green LEDs), and flashers require a separate electronic unit. LEDs can be used for headlamps, all other exterior lights, and dash lights except for the ignition warning lamp.

On Tuesday, I attended Tech Session Two "Brakes and Suspension" presented by Ted Schumacher (right), owner of TS Imported Automotive.



Ted outlined the functions of the suspension system - make the car stick to the ground and focused on the basic units: springs and spring rate, shocks - piston vs lever type, tire sidewalls, sway bars, and suspension bushings.

In his treatment of brakes, Ted highlighted the operation of brakes under high performance such as autocross and racing and discussed heat dispersion, brake sizing, and the performance of rubber vs. steel brake hoses.

Ted focused on performance preparation and emphasized the importance of assuring frame strength and straightness before doing a front end alignment. He illustrated salient points with vivid and often humorous examples from his extensive experience in Triumph racing and performance testing.

On Thursday I attended the "VTR General Membership Meeting".

Most members of the National Board attended and each spoke briefly about their function and current issues.

These issues include:

- Request of articles for the national magazine "The Vintage Triumph" published bi-monthly. They are accepting personal story essays as well as technical articles. These may be submitted by a Chapter or an individual.
 - The Board is studying the feasibility of presenting a digital version of the magazine, a choice or both.
 - Currently VTR has approximately 2150 members.
 - The Board is also looking at holding meetings on a digital platform and possibly allowing membership to vote on items such as by-law and constitution changes. Currently the constitution prohibits remote meetings.
 - Board meetings are open to Club Representatives.
 - Each Chapter is encouraged to review its web site and make sure it is up-to-date.
 - It is important that each Chapter appoints a Club Liaison to VTR. Several Chapters have been dropped as VTR could not reach anyone associated with the Chapter.
 - Board members answered several questions regarding the insurance program and assessments. Assessments are determined based on Chapter membership and are intended to assure each pays a "fair share". Some Chapters have been dropped for not paying their assessment. An attorney present warned that even unaffiliated groups of enthusiasts can be held individually accountable should a joint venture, such as a picnic or local drive, result in damage or injury or a lawsuit.
 - The insurance program provides \$5 million balloon general coverage.
 - The insurance program covers the Chapters and their events.
 - Chapters must have at least 10 paying VTR members.
- Average assessment is \$250 per year per club.
There have been no claims so far.

NATIONAL VTR TECH SESSIONS

Carburetors Tuning, Strombergs and SUs

Keith Jordan

I found out that one of the highlights of a Vintage Triumph Register National Convention are the tech sessions. They cover various topics and typically are done by “experts.” Two of this year’s tech sessions were on carburetors and tune-ups, one for Zenith-Strombergs and the other for SUs. Not knowing what to expect (this was my first convention), I poked my head in the room at the appointed time and found it empty! I looked around and noticed the back door was open, and everyone was sitting outside in the shade on their chairs, all gathered around a TR6 on the sidewalk. An outdoor session! How else could you have a running car for demonstration purposes?

The lead presenter was Joe Pawlak, the tech coordinator for the Illinois Sport Owners Association, the club sponsoring the VTR convention in Galena. Joe was quite animated and held everyone’s attention and he went through, step by step, what you need to do to tune-up your carbs. He “through out” a lot of theory, but not too much to understand and it was all in laymen’s terms. His discussion of each term used had most folks nodding their heads as they began to understand what this meant for their own cars. While Joe and his team used some “sophisticated” gas-analyzing equipment (read expensive), he showed everyone how they can achieve the same results with simpler tools. The one thing that stuck with me was once you tune them, leave ‘em alone! They’ll stay in tune!

Day two was in essence a repeat, but with a focus on SU carbs and a different car, this time a Herald. The same principles applied, and Joe’s enthusiasm never waned.

Here’s Joe and team’s handout. A special thanks is owed the ISOA for their handling of the convention and the tech sessions.



Pre-Flight Checks

- Check Plugs & diagnose issues
- Gap & Condition
Reinstall Plugs
- Check Advance/Retard Capsule Operation

Carb Pre-Flight

- Trim Adjust Baseline (Stromberg)
- Temp Compensator Baseline (Stromberg)
- Set Mixture Needle (Stromberg) or Jet (SU) Baseline
- Check SU jet linkages for binding
- Float baseline & why is this important?
- Examine position of high idle cam
- Isolate carb linkage

Tools

- Install timing light
- Install vacuum gauge to monitor manifold
- Insert Analyzer probe in Exhaust
- Demonstrate spark analyzer diagnostics

Initial Start Checks

- Coil voltage and ballast operation
- Install dwell meter (if points)
Validate proper angle
- Inspect for air leaks, hose condition, emissions etc
Filler cap test
- Check/Demonstrate operation of vacuum advance
- Check/Demonstrate operation of mechanical advance
- Set timing to specification (UK Specs, why?)
- Make sure idle is 800 rpm or less
Deceleration bypass valve operation & issues (Stromberg)
Balance carbs & tricks (Be sure to check position of high idle cam)

Perform Mixture Analysis and Adjust

View data with gas analyzer, note data points and what is proper:

- HC (Hydrocarbons)
- CO (Carbon Monoxide)
- CO2 (Carbon Dioxide)
- O2 (Oxygen)
- Air/Fuel Ratio (also Lambda)

Perform adjustments and correlate with stoichiometric chart

Demonstrate trick on how to balance mixture between carbs

Verify sync and set final idle settings

Adjust deceleration bypass valve (Stromberg)



Tune up Clinic

Analyze your gas

Hydrocarbon (HC)

HC is nothing more than fuel that makes it out the tailpipe without being burned. The most common fault is by engine misfires from improperly running ignition systems. This includes engine timing.

Carbon Monoxide (CO)

CO is a result of a fuel rich mixture. This is caused by improperly set float height and mixture needle adjustment or jet wear. Can also be caused by plugged crankcase circuit, as in PCV.

Carbon Dioxide (CO₂)

This is a desirable by-product that is produced when the carbon from the fuel is fully oxidized during the combustion process. For the most part the higher the CO₂ reading, the more efficient the engine is operating. Any air/fuel imbalances, misfires or engine mechanical problems will cause CO₂ to decrease. Ideal combustion produces large amounts of CO₂ and H₂O (water vapor)

Oxygen (O₂)

O₂ readings give you indications of lean running conditions. O₂ increases with a leaner air/fuel mixture. O₂ is the opposite of CO. High O₂ indicates lean, while High CO indicates rich. Lean mixtures and misfires typically cause high O₂ from the engine. Cracked hoses, leaking gaskets, open ports can cause lean conditions

Air Fuel Mixture

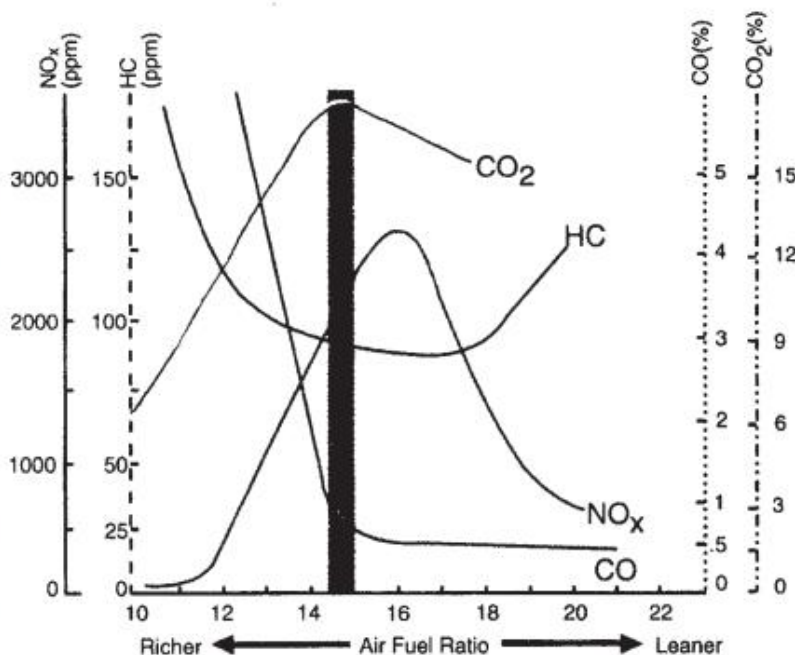
CO₂ production is highest when the air/fuel mixture is at the ideal 14.7/1 ratio. The air-fuel mixture will properly ignite and combust only if the mixture ratio lies within a certain range. For gasoline, the average ratio for complete combustion is 14:1 (e.g. 14 kg of air to completely combust 1kg of fuel).

- Richer operation results in a lower air/fuel ratio (e.g. 12.5:1)
- Leaner operation results in a higher air/fuel ratio (e.g. 16:1)

The Silo Gas analyzer has a test indicator called Lambda (λ). Lambda is a term that European manufacturers use to indicate air/fuel mixture balance. A reading of 1.00 indicates a balance air/fuel mixture. A reading less than 1.00 indicates a rich condition, more fuel than air. Also a reading greater than 1.0 indicates lean condition more air than fuel. Spark ignited engines make best power between $\lambda = 1 \dots .9$, and minimum fuel consumption at $\lambda \sim 1.1$.

General Rules of thumb of Emission Analysis

- IF CO goes up, O₂ goes down.
- IF O₂ goes up, CO goes down
- CO indicates rich running engine, O₂ indicates lean running engine.
- HC increases as a result of misfires and lean misfires. O₂ will also increase
- CO₂ will decrease with any of the above cases because of the air/fuel imbalance and misfires. High CO₂ means the engine is combusting well.
- A increase in CO does not mean that an increase of HC will occur. High HC happens only when "rich misfires" start to happen when CO is 3-4% or higher.
- High HC, low CO, high O₂ at the same time indicate a lean misfire condition
- High HC, high CO and high O₂ at the same time indicate a rich misfire condition
- High HC, slightly low CO, high O₂ indicates a ignition misfire or mechanical problem (rings valves and the like)
- Normal to slightly high HC normal-low CO, High O₂ indicates a marginally lean mixture



Clutch Friends

Keith Jordan

Shortly after I made the decision to sell my car via BaT (see accompanying article), I began to have troubles with the clutch on my 1957 TR3. Namely, it would rattle when I pushed the clutch in and it wouldn't go in gear. After consultation with several KCTRSCC members, I decided to replace the clutch.

Knowing I couldn't do it myself (or more precisely, knowing I didn't want to do it by myself), I enlisted volunteers to help. Ed Curry and Craig Simon stepped forward, Paul McBride wanted to, but felt physically unable, so I asked him to be the garage superintendent. I began to gather up all the needed materials (new clutch, cover, bushings, throwout bearing, fork pin and sundry items), got the car on jack stands and removed the interior.

The guys came over and started to work, which involved removing the starter and undoing lots of bolts. With a bit of wrestling, the transmission slid out backwards and they were able to lift it out. The bell housing, TO bearing, fork and pin looked good, so I just did some light cleaning, lubing and replaced the taper pin, adding a new stainless steel keeper wire. In the meantime, Ed and Craig removed the clutch cover/pressure plate and friction plate. The clutch cover plate had some scoring on the fingers and a couple of the friction plate springs were loose, which was causing the chatter noise that I heard. We determined I needed those items, so I ordered them for part two of the transmission work, replacement of all the items.

The Roadster Factory delivered the parts in about three days. Ed and Craig came back on the following Sunday and we set about putting things back in. TR transmissions come out relatively easy, but are a bit more cumbersome putting them back in, mainly due to the weight (with an overdrive) and getting the main shaft into the bushing in the middle of the fly-wheel.

With Ed in the car and Craig underneath it, they managed to "pop" it in. It goes in with a "thunk" once the shaft hits home. The transmission and engine are, of course, supported with jacks and/or cribbing to ensure no stress on any part. Once in, it's a matter of bolting everything back around the bell housing (there are two studs to ensure the correct alignment), attaching the starter and connecting the drive shaft. Craig and Paul had to leave after that, so

Ed and I adjusted the slave cylinder push rod, double checked everything and I tested the new arrangement by going through all the gears gently while on jack stands. All was well!

Clean up consisted of putting the interior pieces back in and when done, you couldn't tell they had ever been out. That's one of the nice things about TR3s, is that everything can and should be removable.

I took the TR3 out for a spin and everything worked like a champ! By the following weekend, I had sold the car through Bring a Trailer and the car was off to its new owner in Tennessee. Thanks to Ed, Craig and Paul for their on-scene help and to all the others who offered advice and encouragement. What a club!



Free labor. You get what you paid for.



Oh oh. I'm in trouble now!



So, how does it go back in???

FRAME-OFF RESTORATION TECH MEETING

Ed Curry

If you've ever considered a total nut and bolt dismantling of your favorite LBC, this was the session for you. The twenty five club members that attended on August 20th will probably not start a full tear-down but will tackle some hands-on project covered in the session. Ed Curry shared his experience with seventeen LBC restorations. The focus was on TR 3, 4, and 6s. The session was held at Your Classic Ride, a cooperative workshop for vintage cars and included a review of 175 slides of restoration stages. A TR3 complete chassis and stripped body tub were on hand for demonstration. The session ended with a test start-up of a just completed engine rebuild.

Topics included:

- Separating body from frame
- Frame repairs
- Suspension rebuild
- Body repairs
- Carburetor rebuild
- Engine rebuild and test start
- Towing and trailering suggestions



EMPIRE AUTOMOTIVE TOUR

Drive Tastefully

Craig Simon

The KC Triumphs and MG Clubs were invited to tour Empire Automotive and Classic Restoration Shop on August 25th. Owners Matt Pluff and David Henderson took time out of their busy schedules to give a walkthrough of their 12,000 foot facility. Over twenty of us took a walk through, asked questions about and saw firsthand some of vintage and classic cars in various stages of repair, rebuild, restoration, tweaking, painting, fabrication and one car in a “I can’t believe you can repair that!” stage. The variety of cars in their shop was also amazing.

From their website:

“At Empire Automotive Body Shop and Classic Car Restoration, our core beliefs put our clients at the heart of our business. We have a devoted family of employees that boast over 100 years of combined experience and expertise to meet your auto needs.”

Thanks to Matt and David for a fun and informative couple of hours.



David Henderson



Matt Pluff



Empire Auto Cont.



Selling Through Bring a Trailer, Part Two

Keith Jordan

Wait! Where was part one?

Well, technically there wasn't a part one, but Greg Miller's account in the October 2021 issue of TR Times could count as Part One. I was the one who suggest to Greg to write an article about his Bring a Trailer ("BaT") experience for the TR Times, as I knew readers would find it of interest, plus, I wanted to hear about the process for my own needs as I had decided to sell my 1957 TR3, most likely through BaT. It turned out to be a fun and profitable experience.

Greg's article detailed his entire experience and he kept copious notes. That level of detail allowed me comfort and confidence with this new-to-me selling medium. In the past, selling our vintage LBCs would involve a classified ad in the newspaper, then having folks come over to inspect, kick the tires and possibly test drive the car. Today, you can sell a car by word of mouth, an ad in the club newsletter or on-line, with outfits like Hemmings or BaT. I won't repeat Greg's telling of his experience, you can go on-line to the October newsletter and re-read it if you like. I will highlight my experience with BaT.

As Greg mentions, the whole BaT experience occurs without talking to a BaT representative, it's all via the website or email. I will mention that I was willing to give Hemmings, a trusted vintage car outfit and magazine, an equal chance, but their lack of communication pushed me irrevocably towards BaT. To be honest, I was very much inclined to go that way from the get-go. I submitted my auction request via the BaT website, listing particulars and answering a lot of questions.

Because of Greg's and others' experience, I paid an extra \$250 to have a professional photographer take photos and I'm glad I did. The listing itself is \$100, so it was a total \$350 outlay. I met the photographer about a week later (he had contacted me immediately) and we met at Shawnee Mission Park for the photo shoot. He had done these before, so was very good and thorough, taking about 175 or photos (I

forgot the count), overall pictures and lots of detail. The finished photos looked great! To me, having a pro take them was a no brainer.

BaT had the write-up (in the form that you see on their website) with the photos in about a week. We negotiated a reserve (a bit low in my estimation, but it turned out just fine) and I approved a starting date and time, based on Greg's observations for the best outcome. About one month after my initial contact with BaT, we went "live." The auction was up for seven days (standard), and ended on a Saturday.



Bat Cont.

Early bids on the first two days pushed the price up to about half of the final selling price, then activity died off. I did my best to be proactive, offering up new photos daily and answering questions. Getting the videos made was a production (literally), finding locations and rigging up cameras (well, my iPhone) took some doing, but we got done.

The Thursday before the final day, I got a call from someone who wanted to see my car in person. No problem, and the caller wanted meet me in Olathe at the Johnson County Executive Airport! He flew in from Jeff City on his Cessna Citation II, as he explained it was either a two-hour drive in a car, or a 20 minute flight in a bizjet! He and his son flew in by themselves, test drove the car and flew back. When I gave him the keys to my car to drive, I offered to hold his keys to the Citation as collateral!

The final day, Saturday, was a bit nerve-racking, since it hadn't met the reserve yet (but did so about 45 minutes from the end). The most spirited bidding was a 10 minute period near the end when two bidders raised the price on each other by a total of \$10K! The final selling price was \$41,000 dollars, my reserve had been \$30,000. The selling price had put the car into the top four TR3s sold by BaT! Wow!

When the final bid was made and accepted, I received an email from BaT with the successful bidder's info. I immediately made contact with him and found out he lived in Nashville. (The Jeff City flyer declined to participate in the final bidding.) On Monday, the winner wired me the money, his transport outfit picked-up the car on Tuesday and delivered the car to him on Wednesday! It was sad to see the TR go, but the new owner was excited about it, so that helped.

All in all, I was very pleased with the whole experience. If you're interested in seeing how everything unfolded, or want to see what the BaT website is like, go to:

<https://bringatrailer.com/listing/1957-triumph-tr3-25/>

A special thanks to fellow club member Greg Miller for his informative article, it was very helpful. With the proceeds from this sale, I've already purchased another Triumph, this time a 1970 TR6.



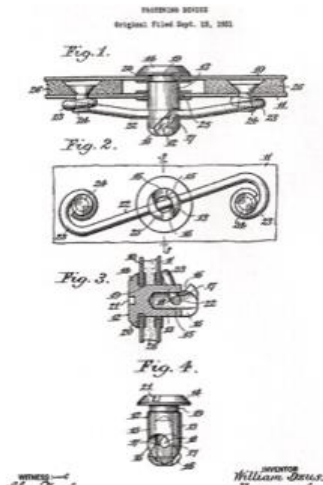
WHAT IS A DZUS?

Paul McBride

If you're the owner of a TR2, TR3, TR3A, or TR3B you know. But if you're like me you may not know how to pronounce it. The "D" is silent..... So just say "ZEUS" as in the Greek god of sky & thunder.

This ingenious ¼ turn fastener that secures our hoods (except for early TR2), most windshields and later (from TS 28825) TR3A side curtains has an interesting origin. I would have guessed that it originated from late 19th century England, but no-sir-ee, it was invented in 1933 by an American citizen. Volodymyr Dzhus was born in 1895 in what is now Ukraine to a family of wealthy farmers. He immigrated to New York in the early 20th century and understandably changed his name to William Dzus.

He became a successful engineer and inventor. Known as an innovative thinker, he invented and patented a quick acting fastener for aircraft cowl panels. (See Patent Drawing) It quickly found many applications as its design allowed for repeated use and was not subject to vibration problems. (A spring causes an "over center" action when turning the button shank: Fig. 2 & 4)



In Photo #1 you will see a grommet and a washer. The grommet is inserted in the hood opening and squeezed with the installation tools until it lays flat on the top and bottom of the hood and acts as a bearing for the button shank. The button shank is inserted into the hood and the washer then placed on the underside of the hood and shrunk into the groove holding the shank in place. When the hood is closed it lines up with the receptacle on the inner fender and a ¼ turn of the button locks the hood in place. On the quick release windshields, a large screwdriver is used to turn the slotted dzus and the windshield can be slid forward off the supports.

Standard-Triumph modified the Carriage Key tip to fit the chrome button. The "T" shaped Carriage keys were once common to most British cars even Rolls & Bentley. With a twist they activated what were accurately named "Budget locks" and were used to secure

trunks (boots) and other compartments of the body.

So there you have it! William Dzus 1895-1964 founded the Dzus Fastner Company in 1934 and the charitable Ukrainian Institute of America in 1948. A quote attributed to him is quite apropos to those of us who enjoy working on our Triumphs:

"The obstacles will become diminutive when you view them from the pinnacle of love for the work to which you have set your hand".



WEDGE WORDS

DISCUSSION STARTERS

Steve Olson

An easy way to start a spirited discussion among a bunch of car guys is to ask what lubricant is the best for some application. Whether you are talking about the transmission or differential or engine or carb damper or steering rack there will be opinions, **STRONG OPINIONS**, about what is best. Even the factory workshop manuals changed their minds a few times as years went by. And what was the best available lube 40+ years ago may not be the best one available today. Except for the fairly recent reduction of zinc from motor oils, lubricants today are far superior to those when our cars were new. And most of us drive our cars gently and infrequently so even if we choose a lube that is not quite optimum, our cars will be just fine.

Ask 10 car guys how to tune SU carbs and you will get a dozen answers ranging all the way from easy peasy, to it is a black art no mortal should even attempt, to just toss them and buy a Weber. Mention Zenith and that opens a whole new can of worms.

Recently I got into a discussion about oil filters. Again, everyone has opinions about which filter brand is the best. And I have learned that not all filters are created equal. Part of which one is best depends on your criteria. Are you looking for the one that catches the smallest particles or the one that allows the greatest amount of oil flow? Most any filter available probably does well enough in both categories for our cars. But how about anti-drain back control? Many of our cars mount the spin-on oil filter horizontally so when we park the car for days or weeks, the oil mostly drains out of the filter. When we start the engine, it takes a while for the pump to refill the filter and start pushing oil to the engine bearings. A lot of engine wear occurs during that dry startup time. So using a premium price filter that does a better job of preventing drain down



seems like a wise investment. Sadly, I have never seen any scientific testing results showing which brand of filters do the best job preventing drain back. So just pick the brand you think is the prettiest color and hope for the best. Luckily on the Rover V8 in my TR8 the filter is located low on the engine and is sort of vertical so gravity keeps it full. But the rest of you can stay up nights sweating over whether your filter is doing that part of its job well. When you start your car after it has been sitting a few days just watch the oil pressure gauge and see how long it takes before the needle jumps off the zero mark. If it takes more than a couple seconds then perhaps you need to think about a different filter.

If you still have trouble starting a lively discussion, just ask how long the tires will last before they are too old to be safe. That always gets opinions from “experts” like me.

And once you get the discussion going you can always pretend your phone is ringing and walk away.

TRIUMPH FORUMS

Keith Jordan

The British Car Forum at britishcarforum.com
The Triumph Experience at triumphexp.com
Triumph Register at tr-register.co.uk (UK-based)
Triumphs List Server <http://autox.team.net/mailman/listinfo/triumphs>
6-Pack Car Club (TR6 & 250 models) <http://www.6-pack.com>

CRUMB

Tuesday Breakfast

Larry Taylor

On Tuesday, September 20th, nineteen Triumph and MG Club members met at Caleb's Breakfast & Lunch Restaurant on Red Bridge Rd. in south Kansas for the monthly Club Retired Unemployed Members Breakfast, or CRUMB.

The next CRUMB meeting will be at 9:00 AM on Tuesday, October 18th at Sandy's Restaurant, 1255 SW Highway 7, Blue Springs, MO 64014 <https://www.sandysbluesprings.com/>

Please RSVP early with the number attending so we can advise the restaurant how many to expect. Future meetings will be on the third Tuesday of each month at 9:00 AM at various locations around the city based on member recommendations. Please contact Larry Taylor with any suggestions.

APPRAISE BEFORE YOU BUY

Michael Robins

You want to purchase a car, but it is hundreds of miles away. What to do? Insure you are buying a dream and not a nightmare. You hire an official, certified appraiser.

An appraiser is bonded, licensed and can be used to negotiate with insurance companies, or the seller of the car that interests you. The insurance company and the potential buyer (you) will receive a copy of the report.

The report is quite thorough and inspects every aspect of the car. This includes body, mechanical and what the current market value of the car is.

I have employed two appraisers. Auto Appraisal Group is a national organization that employs more than 170 appraisers in most of the lower 48 states. From the time of contact until you receive the report is usually less than three days. Phone number is 800-848-2886.

For a more local appraiser, car counselors, 816-505-2220 located in Parkville, MO provides the same service.

The two main reasons for an appraisal are simple: to make sure your car is insured for the correct value and to prevent you from buying a vehicle that will become a mobile money pit.

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MEMBER UPDATE



Steve Olson—Today I got to drive this Autoette that my cousin just purchased. The original owner was his grandmother. It was the Tesla of its day back in the early 1950s. It is basically an electric golf cart that was made street legal and licensed as a motorcycle. I doubt safety was a big concern at the time. Great fun!

Mark Firnhaber – I would again like to express my appreciation for including me in the event (*Nat'l VTR Show*), it was really nice meeting everyone and it made the event really enjoyable! I hope to have the opportunity to join in again with the KC Triumph Club!

Jeff Givens – Reference the Time/Speed/Distance (TSD) that Mark and I started (*at the Nat'l VTR Show*). We had a short prep for the TSD, lined up for the start, set the clock, and we were off! One half mile later, my car started running on three cylinders, and we turned around. Initially the diagnosis was a burned distributor rotor, which was quickly replaced. We started the TSD again, and shortly after the car left the TSD start line, we were running on three cylinders again! At that point, I replaced the cap and all plug wires. That solved the problem. And yes, Jeff had all the parts in his “spares” box. But we were too late to continue the TSD and retired our entry.

Update on Jeff Givens—Jeff was in a serious car accident Sunday morning, 9/25, in Kansas City, KS while driving his Falcon and was briefly hospitalized. He is not sure how much damage the Falcon sustained other than the front was pretty much caved in. He is going to go look at it Tuesday. Send him get well wishes.

Charlie Hoch—Melanie Hoch want to let everyone know that Charlie passed away this afternoon, Thursday, September 29, at home after his battle with pancreatic cancer. Services will be next Thursday, October 6, at Kevin Brennan Family Funeral Home, 2801 SW Urish Rd., Topeka, KS. Visitation will be at 2:00 p.m. with a Celebration of Life at 3:00 p.m. A gathering and light refreshments will follow afterwards at the Lake Sherwood Clubhouse, 6910 SW Fountaindale Rd., Topeka, KS.

As a gesture to Charlie's love of British cars, please drive your British car, and we can arrange to have them parked together at the funeral home. We also encourage you to share any memories you have of Charlie, be it funny or serious, at the service.

This sad news was just received. A fitting memorial will be in our next issue.

CLUB BOARD MEETING NOTES

Warren Wood

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 may not be discussed in these summaries. Questions or comments? Please contact a Board member.

Board Meeting of August 16, 2022: Larry Taylor reported on a meeting at which the participants began planning for the 2023 Heartland All British Car and Cycle Show. Consideration is being given to finding a different venue for next year's show and possibly separating the Jaguar show from the Heartland show. -- Terms of next year's VTR Insurance program renewal form were reviewed and agreed upon. -- Plans were developed for the December 1 Annual Meeting and Holiday Dinner to be held at the Zona Rosa Granite City restaurant. Warren Wood will retire from the Secretary position, and all other officer positions will be up for re-election. Patrick Barrett will be on the ballot for the Secretary position.

Board Meeting of September 20, 2022: Planning continued for the December 1 Annual Meeting and Holiday Dinner with consideration being given for subsidizing part of the attendees' cost of the meal. -- The Board discussed the Lake Garnett Grand Prix Revival, October 7-9, and they agreed to split the cost of the picnic with the MG Club. -- The Board also discussed the possibility of adding more Tech Sessions to the events calendar in the future if additional presenters can be recruited.

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 enthusiasts from all over Merto Kansas City. The club hosts monthly gatherings, driving events, group email and technical sessions providing 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 (\$30 for paper copy of newsletter) to:

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

OR apply and pay on-line at our website:
<http://www.kansascitytriumphs.com>

MEMBER APPLICATION

New: ☐ Renewal: ☐

Name: _____

Spouse/Other: _____

Address: _____

City, State, ZIP: _____

Home Phone: _____

Cell Phone: _____

Email: _____

Car(s) Information (Include project cars):

<u>Make</u>	<u>Year</u>	<u>Model</u>	<u>Color</u>	<u>VIN</u>
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

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 and regional VTR Conventions
- Website with reference materials and member only sections
- Record trace certificates for TR2/TR3/TR3A/TR3B
- Clothing, regalia and exclusive items

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



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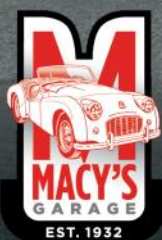
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TR TIMES is published six times per year by Kansas City Triumphs Sports Car Club and welcomes all submitted material for publication. Neither its editor, board of directors nor club members accept any responsibility for accuracy of article content or any injury resulting from technical suggestions. Articles and photos may be submitted to the Editor by e-mail. Uncredited articles are provided by the Editor

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CLASSIFIEDS

ESTATE SALE

The Estate of former member James Guglielmino is now selling five of his LBC collection. Matt Pluff at Empire Motors, 913-652-6200 is managing the sale.



CLASSIFIEDS



Front & rear bumper are oak from a 150-year-old barn, The hood scoop is functional. It feeds a two-barrel Holley carb that came from a 1958 ford V8. The radiator is from a 2001 dodge caravan. The dash is weathered walnut. The taillight panel is jeweled titanium. New brakes & new master cylinder & new calipers in front new brake cylinders in rear. A person could drive it home & as far as I know it would pass inspection. I am asking \$3900. There is quite a few parts & acc that goes along with it. Any other info you need just ask. I have a clear title. Contact Wade at slucebox1@gmail.com



1973 Triumph Stag Project for sale. There were less than 3000 of these cars imported to the US. These cars were featured in the 007 movie "Diamonds are Forever". Although it's a Project car it is still in pretty decent shape. It has the removable hard top and looks very "Cool" when off. It only has just over 67,100 miles on the odometer. There's minimal rust on the body but it has a few minor dings. The Floors, Trunk and Frame are still pretty solid. The Paint isn't great but has the rare original Indigo Brown. The original problematic 3.0 engine was replaced with a GM V-6.

<http://www.kansascitytriumphs.com>

Stag Con't.—The Transmission is a manual Borg/Warner 4-Speed. The engine runs strong but the hydraulic clutch system needs bled. The brake pedal also goes to the floor but the e-brake is operable. All the gauges and even the power windows still operate. It has a new gas tank and electric fuel pump. All 4 of the Tires are still fairly new and in good shape. No Title but it will come with a Kansas Antique Bill of Sale. Because of the Clutch it will need Trailered. I'm asking \$5600 Cash (No Trades or Payments) Contact thru Facebook Market Place.



If there are Spitfire/GT6 owners out there planning a frame-off restoration, I have a home-built rotisserie to tilt the tub 70+ degrees in either direction. Great for welding, body work or painting. Counter balanced for controlled motion. Could be adapted for other models.

Email, Text or Call Bill at 816-262-4627 after 5pm for more details

CLASSIFIEDS



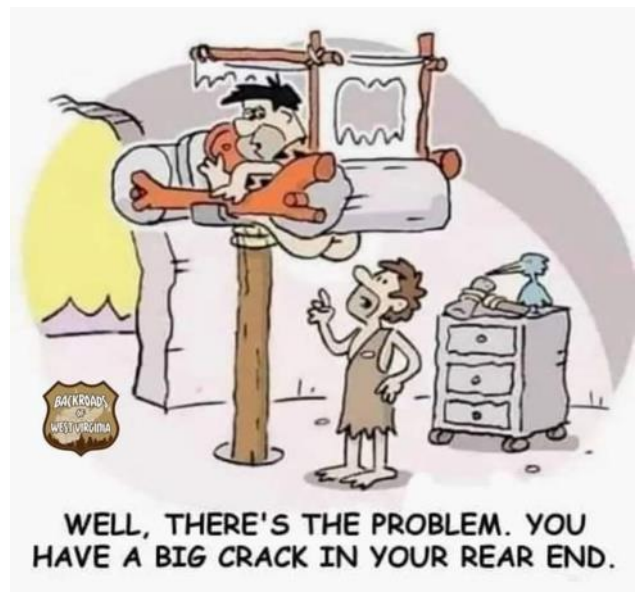
TR6 Wheels, tires (185-15), rims, hubs and chrome lug nuts+ steering wheel. Call Joe Waxse @ 210-391-0495 or reply to geojoew@gmail.com if interested.



Amco-style luggage rack for TR3, possibly other LBCs. Like new, no major scratches, chrome in great shape. Requires drilling of four holes. Price is \$50. Moss and others sell current versions for \$500 or so and probably not as good steel/chrome. Contact Keith Jordan email ckjordan@kc.rr.com or 913-314-2720.



Four almost brand-new 205/70R15 General Altimax tires for a TR6. Less than 400 miles on them. Price is \$400 for all four, I will also include older 185HR15 Semperit tire for use as a spare. Wheels not included and are not for sale! Contact Keith Jordan email ckjordan@kc.rr.com or 913-314-2720.



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CLUB HOLIDAY DINNER

WHEN: THURSDAY, December 1, 2022

WHERE: Granite City, Zona Rosa
8461 NW Prairie View Rd
Zona Rosa, MO 64153
Phone 816-287-3672



TIME: 6:00pm Social Half Hour
6:30pm -8:00pm Dinner

We have four selections for the dinner. Select one of the 4 entrees. \$35.00 per person, includes *Salad, Non-Alcoholic Drink, Desert, Tip, and Taxes.*

Reservations needed by Thursday, November 21, 2022.

Dinner Options (Chose One per Person)

Cajun Jambalaya

Traditional Cajun rice dish of andouille sausage, chicken, shrimp, trinity of bell pepper, celery, and onion in a classic brown roux tomato sauce.

Grilled Salmon

Charbroiled Atlantic salmon served with rice pilaf and asparagus.

Chicken Toscano

Lightly breaded, pan fried chicken breast topped with melted provolone cheese, and served over garlic mashed potatoes, sautéed green beans, and grape tomatoes in a white wine butter sauce.

Top Sirloin

10 oz. Top Sirloin served with redskin mashed potatoes and green bean almandine.

Choose your dinner selections and return this form with payment for your reservation.

Your Name(s): _____

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Cajun Jambalaya

Grilled Salmon

Chicken Toscano

Top Sirloin

\$35.00 per Person -Total \$ _____

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