



TR TIMES

Kansas City Triumphs Sports Car Club

Volume 44—Number 6 December/January '22/23



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DIRECTOR'S DRIPPINGS

Another Year

Steve Peak

As we wind down another year and prepare our cars for their winter naps, we look back on a pretty good year with many outings and drives. I hope you were able to make quite a few of the events.

We are in the process of planning for next year. Please join us on January 5th at Pegah's for our annual event planning meeting being held on our normal Club Night Out this year. Bring your ideas and suggestions for activities.

Save the date for Drive Your Triumph Day. The date is Friday, February 10, 2023. This is a fun event celebrated all over the world. The Kansas City Triumphs Club will have something scheduled as a short driving event, (weather permitting).

I hope you and your family have a very Happy Holiday Season. Stay safe in travels and get ready for next year!

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UPCOMING EVENTS

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

If you have made a reservation, don't forget to join us for a fun evening! It's also called the Annual Meeting as we officially vote in Board Members.

12/20—CRUMB BREAKFAST—9:00 AM

This month's CRUMB meeting will be at 9:00 AM on Tuesday, December 20th at the Corner Café, 4541 NW Gateway Ave., Riverside, MO <https://www.thecornercafe.com/>.

1/5—ANNUAL PLANNING MTG—6:00 PM

Planning Meeting during monthly Club Night Out. Come and express your opinion. See possible ideas on page 3. Pegah's Restaurant, 12122 W 87th St., Lenexa 66215

2/10—DRIVE YOUR TRIUMPH DAY—11:30 AM

Join the fun for this international Triumph event! Midday gathering will include photo session, drive and lunch...weather permitting. Watch for updates.

Cover Photo:

Mark Myer and Tammy Lane convoying in the Fall Foliage Drive. See page 8 for full article.



FROM THE ED-ITOR

Ed Curry

ANNUAL PLANNING MEETING will be January 5th during our Club Night Out. As you know, this is the event where we decide on activities for the year and put together a tentative schedule. The next step is to coordinate schedules with the MG Club to avoid conflicts and encourage combined events where practical. In the past, this meeting was typically held on a weekend night at a different venue which may have been inconvenient for some. To encourage attendance, we've moved the meeting to the first Thursday of the month when members are generally available.

We have accomplished a lot during the past year. Hopefully, you have been able to participate in some of the many great events. As a reminder, they were; Annual Planning Meeting, Drive Your Triumph Day, Pub Night Out, Pancake Day, BBQ Run (MG Sponsored), Monthly CRUMB meetings, Spring Drive, Olpe Chicken Run, Spring Tune-up, British Car Week Picnic, Croquet Night, Empire Auto Tour, Holy-Field Winery, Restoration Tech Session, Drive-in Movie (MG Sponsored), Photo Scavenger Hunt (MG Sponsored), MG Birthday Party, Fall Drive, Lake Garnett Picnic, Chili Cook-off, Annual Christmas Party.

With your input, we would like to offer more and greater activities. So be sure to participate and have your voice heard. If you would like to see new and different events, express your opinion! Listed below are some general concepts along with events done by other clubs. If you see something you like, or it spurs a thought you have for something similar, please discuss it at the meeting. **Remember, these are only concepts. Come with your own suggestions and how you can help make them happen!**

EVENT CONCEPTS

CLUB NIGHT OUT -Venue Rotation

Is there an interest in using venues in different parts of the metro area? We have been at Pegah's for several years and perhaps a change is needed. If you would like to make a specific recommendation, please do some research to ensure the venue:

- is willing to host our socials and not charge a room fee.
- has private seating for 35 or more people.
- has ample parking for our LBCs.

Full disclosure: Pegah's applies a 25% gratuity to all tabs which includes 5% (an average of about \$1.00) to cover use of their private room. An arrangement like this would be acceptable.

TEST DRIVE

Test Drive is an opportunity to drive a variety of LBCs under controlled conditions. You have the chance to compare your car with both similar and different models. Handing the keys to another driver can be a bit intimidating but remember they have the same feeling about you driving their beloved LBC. Other clubs that we could potentially partner with are MG, Austin Healey, and Alpha Romeo.

PHOTO SCAVINGER HUNT

Driver and navigator teams follow a turn-by-turn route looking for landmarks from a provided list. Navigator snaps a photo of each landmark found as you zoom by. Both the navigating and landmark spotting are challenging so make sure you at least start off on good terms with your navigator! Final destination is lunch, where the team with the most correct photos wins. MG Club usually sponsors this and invites Triumph. It would be great to have more of our members participate or perhaps design our own hunt.

MUSEUM VISITS

Convoy to or meet at one of the many museums in the Metro area. Some examples are, National WW 1, Truman, Nelsen-Atkins, Toy and Miniature, Negro Baseball League, Arabia Steamboat, National Airline History, National Agricultural Hall of Fame or the new Kansas City Museum.

Continued on next page.

Annual Planning MTG Cont.

GAME NIGHT

Gather at Pinstripes, Chicken & Pickle or the just opened Brkthrough, (the new social gaming experience venue) for a night of friendly competition.

CARS & COFFEE

Preset monthly Saturday morning gathering in a retail parking lot. All that's needed is a convenient coffee shop with a bathroom. Truly California style! Of course, this would be pre-empted by special events.

GARAGE TOUR

Preset monthly Saturday morning gathering at a rotation of members garages. This could take the form of a Tech Session, help with a difficult project or just plain socializing. Add coffee and call it a Cars & Coffee! Your Classic Ride garage would be available to fill-in. Pre-empted by driving and other special events.

GET YOUR HANDS DIRTY (GYHD)

GYHD could be a great opportunity to get help with a big project, repair or upgrade you've been putting off. If you need help with a restoration project, major repair or system upgrade, think about turning it into a GYHD event. Projects can be large or small. Member groups have recently removed, then reinstalled a TR6 body to allow a frame repair and completed a TR3 clutch replacement. The possibilities are endless with our feckless TRs. So, if you have an idea for a project, let us know.

CLUB PROJECT CAR

This would take the GYHD concept one step further. A car needing extensive work would be designated as a long-term club project where members would jointly complete various restoration tasks. All labor and technical expertise would be provided free by members. Ownership, the cost of parts and necessary space would be the responsibility of the sponsoring individual, as the club cannot own a car or any other property.

Official Notice of Annual Planning Meeting, January 5

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

Date: Thursday, January 5, 2023 (same date as Club Night Out)

Time: 6:00 p.m.

Location: Pegah's Restaurant, 12122 W. 87th Street, Lenexa, KS

Meeting Purpose: To plan the Club's activities and events for 2023. Events are to be suggested and presented by all at the meeting. All members are invited to attend.

TECH TIP

For a road-side broken spring repair, be sure to travel with a supply of pipe clamps!



DYTD

Drive Your Triumph Day



Save the date for Drive Your Triumph Day Friday, February 10, 2023

Dear Fellow Triumph Owner,

My name is Rye Livingston and I'm with the Triumph Travelers Sports Car Club in Northern California, arguably the longest active Triumph Club in the world, founded in 1958. In 2016 I encouraged members of our club to drive their Triumphs on February 10th, to celebrate Sir John Black's Birthday, the man who organized Standard's purchase of Triumph after WW II, and went on to make the cars we enjoy driving today. Drive Your Triumph Day has gained momentum every year, and last year I received over 600 photos from all over the world: Scotland, Ireland, the UK, New Zealand, Australia, South Africa, Uruguay, Netherlands, Switzerland, Finland, Canada, Holland, Czech Republic, and of course all over the USA.

I'm hoping we can increase that number again this year! The concept is straightforward. On February 10th, go for a drive in your Triumph. Take a scenic drive on a country road or out to lunch, to the market, to work, wherever. Go for a drive alone or in a big group with your local Triumph Club. Take your spouse, buddy, child, grandchild or your dog; then take a photo. The photo is mainly of the car, and the owner or passenger, if possible, ideally in front of a cool spot, landmark, scenic view or in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it in the garage. Have fun with it. Next step is to email a high-resolution photo to driveyourtriumphday@gmail.com, along with some basic information: owner's name, year and model of car, and place photo was taken (city, state, country).

The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com> Please feel free to send this on to other Triumph Owners and Triumph Clubs you may know of, and your club Activities Chairman and Newsletter editor. Last couple of years some Standard Clubs joined in, which is great. Be sure to contact me with any questions you may have and thank you in advance for getting the message out to your members and friends to Drive their Triumphs on February 10th. - Rye Livingston

Watch for details of our KC event in emails and evites to come!

LAKE GARNETT GRAND PRIX

By Ed Curry

The Ninth annual Lake Garnett Grand Prix Revival on October 7, 8 and 9th was another great success for the organizers. The weather was perfect and the attendance strong. Friday night was a kick-off BBQ meal at the Garnett Community Center. Saturday saw a Jaguar sponsored auto-cross at the Garnett Municipal Airport and charity rides at the track. Approximately 20 cars participated in lapping the track with a patron who donated \$10 for the ride. Russ Sifers reported that there were long lines of waiting patrons and more cars participating would have helped. The 2022 Mid-engine Corvette pace car was supposed to participate but was sidelined with undisclosed troubles and sent back to the dealership to be readied for Sunday. On Sunday, the MG Club setup a trackside tent and hosted the Triumph Club. Rick Mills was the Grill Master Extraordinaire, taking over the roll that Larry Taylor has filled in the past. Larry is recuperating from shoulder surgery. Race excitement built through the day with each heat. Group A was 60 mph, B—80 mph, C 1- 00 mpg and V & E unlimited. V was for '79 cars and prior, E was for '80 and after. There was also plenty of time to walk though the paddock and look at all the race entries. Matt Jenkinson was the Triumph Club star. He raced his TR4 with his daughter Clair and his TR6 with son Ethan in the second seats.



Pace car



MG track-side picnic tent



Matt Jenkinson's TR4 and TR6

Lake Garnett Con't.



FALL FOLIAGE RUN

By Kim Simon

On a beautiful fall day 10 Little British Cars (8 Triumph and 2 MGs) drove the back roads from Tonganoxie (named for the Native American Chief from the Delaware Tribe whose name meant “shorty” in their language) to Atchison Kansas (David Rice Atchison – Missouri Senator).

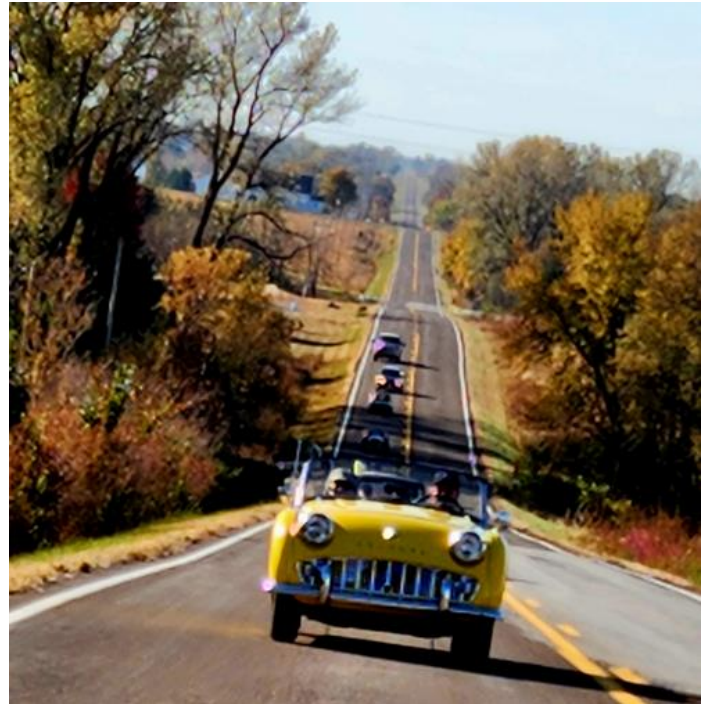
The back country roads took us on the Amelia Earhart Drive to the Santa Fe Trail (from Franklin MO {near Columbia MO} to Santa Fe NM), past the Leavenworth Prison (waved at family) to the Historic Santa Fe Depot in Atchison Kansas. Atchison was the original eastern terminus of the Atchison, Topeka, and Santa Fe Railroad.

Many people know Atchison Kansas as the birth home of the famous flyer Amelia Earhart. A home that one can tour sits on a bluff overlooking the Missouri River.

But before the train line ran through this fair town, the US Post Office made Atchison the headquarters and starting point for mail going west. The stagecoach line ran from Atchison to Placerville, CA, one of the longest and most important lines in the country. Lather it was a stop along the way for riverboats. Every day between 2 – 5 riverboats would tie up on the docks on the Missouri River.

The museum at the Historic Santa Fe Depot contained a lot of information about the area historically, geographically, and culturally. Evidence of Atchison’s prosperity in the late 1800 and early 1900s can be seen on display.

But one of the most interesting displays and information was the Shake, Rattle and Roll display. Musician Jesse Stone (a.k.a. Charles Calhoun) was also an Atchison native, born 1901. A prolific songwriter and arranger working with the likes of Duke Ellington and Ray Charles. Stone is best known for the hit “Shake, Rattle and Roll” sung by many including Bill Haley and the Comets. His role in creating the classic rock’n’roll base line earned him the mantle of “Architect of Rock’n’roll”.



Foliage Run Cont.

VFW Post in Tonganoxie.

Craig Simon never misses an opportunity to take a picture next to military vehicles. Although his idea of driving across the lawn for a group shot around the Patton tank was debated, common sense prevailed and regrettably rejected.



Club members went to lunch at a local establishment and then either continued a mansion tour or went on their own way home.

The only casualty of the trip was Brock Hansen's favorite driving hat that the wind took it off somewhere just south of Atchison. The group unanimously voted to look for it the next time they drive that way.



Vintage steam engine appears about to crush vintage Triumph



Gals with their cars a the Atchison Depot

Chili Cook-off Party

By Larry Taylor

On Saturday, October 29th twenty-two members gathered at the home of Larry Taylor for the annual chili cook off. Halloween was in the air and members experienced the many spooky Halloween props in the home and donned lighted neon glasses. Alice and Guthrie Carroll were able to join us, their first club event in several years.

This year there were four chili entries and several appetizers and desserts with Diane Wilds' cinnamon rolls being a big hit! Russ Sifers won the participants choice voting for the best chili and was awarded a certificate of achievement and international bragging rights.



CRUMB

Tuesday Breakfast

By Larry Taylor

It was a chilly morning on Tuesday, October 18th, when twenty one Triumph and MG Club members met at Sandy's Restaurant in Blue Springs, for the monthly Club Retired Unemployed Members Breakfast, or CRUMB.

Due to cold weather and a light snow on the morning of Tuesday, November 15th only 14 of the 21 members that indicated they were coming showed up for the monthly Club Retired Unemployed Members Breakfast, or CRUMB, at the Big Biscuit in Lenexa. When your plans change, please update your RSVP or call or text me at 913-620-8703 before 7:30AM the day of the breakfast so that I can give the restaurant an accurate count.

The next CRUMB meeting will be at 9:00 AM on Tuesday, December 20th at the Corner Café, 4541 NW Gateway Ave., Riverside, MO <https://www.thecornercafe.com/>.

Please RSVP early with the number attending so we can advise the restaurant how many to expect. Future meeting 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.



GT6 Turn Signal Switch

By Roger Elliott

When I took my GT6 apart, I noticed that the turn signal stalk was barely holding on, in fact it broke off the switch as I was taking it out of the car. I dug around in the parts that we have accumulated and found one that looked good and operated correctly according to my tests with a multi-meter. It was my first replacement switch.



First Replacement Switch

I started testing all of the switches and wiring after I had almost all of the electrics installed – I still had the new AC parts to hook up. I used a battery charger for the power supply, and testing was going pretty well until I got to the turn signals.

The turn signals came on at the correct time and flashed on the proper side. But, when I put the switch in the “off” position, the indicator light kept flashing away, which would be a bit distracting when driving down the road. After some research, I found someone else who had the same problem and corrected it by getting a particular signal flasher that was compatible with LEDs – which I was installing all through the car.

I thought I had already taken the flasher unit into account since I had purchased one from the same supplier that I bought the LEDs from – <https://www.classicarleds.co.uk/>. I contacted the supplier and got a reply back suggesting that the contacts in the switch could be dirty and causing the problem.

Off came the nacelle that holds the switch, and out came the electronic spray. I sprayed the contacts and tested the switch again. Same thing happened. But this time I had the nacelle off and could see the switch. It was arcing when the switch was in the off

position. Out came the switch. As you can see in the picture below the electric board was cracked and it was allowing contact to be made. (The wires broke off after I removed the switch and it cracked more.)



Original Switch

I was advised to not use a new switch as the construction is iffy. There are aftermarket switches and Lucas switches available, though not necessarily at the same places. I would have sprung for a Lucas switch if I bought one, even though they cost about twice as much, in the hopes that they would be better quality.

So, I went back to my parts boxes. There were two more switches with wires broken off – I was told this should never happen. But of the three used switches in my boxes two had the wires broken off and one had the electric board broken.

The switch is riveted together and it is impossible to get to the electric contacts without some disassembly. I used a rotary tool to grind off the head of the rivet to get access to the contacts. Got it all soldered together and dug through the cans of bolts, nuts and screws and by some miracle I found a screw and nut to match that would work as a replacement. Put it back together with a spot of thread locker to make sure the nut wouldn't work loose.

Continued on next page.

GT6 Turn Signal Cont.



Dismantled Switch



Repaired and Assembled Switch

After doing my tests with the multi-meter, I put it back into the car and the lights and indicator all blink when they are supposed to. And, nothing blinks when it's not supposed to. So, it is set to go. I plan to fix one more of our old switches to have a spare.

CHARLES HOCH

1959—2022



Charles "Charlie" Joseph Hoch passed away Thursday, September 29, 2022, in Topeka, Kansas, at the age of 63. He was born January 20, 1959, in Wilson, Kansas, to Rudy and Violette (Lank) Hoch. Charlie married Melanie Ann McComb on August 1, 1981, in Stockton, Kansas. They enjoyed 41 years of fun and adventure together.

Charlie grew up in Wilson and graduated from Wilson High School in 1977. He received his Bachelor of Science degree in Industrial Education from Fort Hays State University in 1981. He taught Industrial Arts, Technology Education, and Drivers Education at Royal Valley High School in Hoyt, Kansas, from 1982-2013, retiring after 31 years of service. He was also a high school track coach many of those years. Charlie had a passion for British sports cars. He was a founding member of the Topeka British Car Club and served as the club's president for many years. He and Melanie enjoyed several adventurous trips across the U.S. in their Triumph Spitfire and MGA. He was also a member of the Lake Sherwood Sailing Club where he enjoyed competing in the sailing races. He also enjoyed boating, fishing, and entertaining friends and family on the lake. He was a member of KC Triumphs Club in addition to his role in the Topeka All British Club and for many years sold British car regalia at the Heartland All British. He will be missed.

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FIX FOR ZIP-OUT REAR WINDOWS

By Ed Curry

Zip-out windows were a great innovation to the classic British top and appear on TR6 and TR7/8s. Some suppliers make them available for TR4s. I assume they were also fitted at some point to Spitfires. They're ideal for those days when you want something overhead but still have an open car feel. When needed, that handy zipper can close out the elements quickly when at a stop light. But after decades, that zipper can start going wonky. As the top skinks, zip-pers will come off their track, separate at corners or rip away from the vinyl. By the point this happens the top itself will probably have tears or windows clouded to the point where a new top is the best option.

The top on my TR7 may be a rare situation. It's in near perfect condition and the windows are clear. It's an original top and I can only assume that the car must have been garaged throughout its past 42 years. But the zipper is shot! I do plan to replace the top in the future, ideally with stayfast cloth, but that pricy option will have to wait. I need a few more winters out of this top. So, how to fix it? After ruling-out duct tape and Velcro, I came up with the concept of Snap Buttons. \$8.99 will buy a bag of these at Joanne Fabrics (Moss comp price \$13.50). It's nice to be able to buy an item locally on a Sunday afternoon. It brings back memories of the Vick Brit City Counter. Having the right tools from previous top installations, it was a snap to fix. The final solution may not be perfect, but it will keep the rain off the back of my neck for another few years.



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You *Can't* Tuna Fish, but You *Can* Tune a Triumph 5

By Craig Simon

I took my TR5, with its unique fuel injection system, to a mechanic located in Topeka, KS, who has never worked on this type of car before. My TR5 Injection manual stated this.....

Important

UNLESS THE NECESSARY CALIBRATION EQUIPMENT (CONSISTING OF A VARIABLE VACUUM SUPPLY 0-28" Hg AND GAUGE AND SUITABLE TEST RIG) IS AVAILABLE, THE CALIBRATION SCREWS MENTIONED ABOVE MUST NOT BE DISTURBED.

IF A NEW CONTROL UNIT IS FITTED TO A DISTRIBUTOR OR VICE-VERSA, OR ANY NEW PARTS FITTED OTHER THAN SEALS RE-CALIBRATION WILL BE NECESSARY.

Where some might ask, "This is a joke, right? You're trusting a guy who has never worked on this type of system?". And others might say, "Does Dementia run in your family?"

But this is exactly what I did. Stopping by Prather Motor Sports a month earlier, I asked owner Jesse Prather if he would be interested in tuning my TR5. I told him about the unique mechanical injection system at which time said, "Bring it in, it should be interesting". So, with the confidence I had made the correct decision, Ace mechanic and friend, Gary Gumminger and I set out. As most of you know, Jesse is a SCCA champion many times over. Racing Miata's and BMW's, tuning and setting up many other competitors race cars.

I had always felt the 5 was running rich. This was verified the week before, as Gary had me drive over where he hooked up his new air fuel ratio thingy. Or a Stoichiometric measuring thingy for those in the know. I had a bung hole installed in my exhaust manifold 17 years ago when I first got the TR5 running so hooking it up was easy. At idle, the glowing number 11 on the screen verified richness. Very rich. Drove on the road, through the gears, 11 to 12. Rich. Back off throttle 11 or 12. Rich. According to Gary, the numbers should be in 14's off throttle and 11's on throttle.

Prather Motor Sports tune up procedure:

Strap 5 on to Dyno.

Jesse's Stoic reader was attached to a long tube shoved up tail pipe. Push a lot of buttons on laptop.



Tuning a TR5 Cont.

Warm up engine, run it through gears.

Run tach up to just over 4,000 once or twice. (At this point I'm a nervous parent watching my child being pushed past the point of comfort. My comfort).

Green bar graph hangs around 11. Too rich.

First issue. Jesse was expecting (as per manual), to be able to adjust the pressure relieve valve (PRV) valve. The injection system is under 100 to 110 PSI. If PRV letting too much fuel through before sending it back to fuel tank, He surmised reducing PSI to injectors would lean out system. I replaced PRV when it was restored. Apparently new one installed is not adjustable.

Ok, so now it's pull cap off metering unit and start fiddling with adjustments.

This is where fun begins.



3 flat thin hex nuts, which the manual calls set screws need to be adjusted. Turn each one individually and try to find out which one adjusts idle, mid-range and or high speed. First loosen lock nut that holds everything in place. As I understand it, each set screw (nut) applies or releases pressure on a spring that reduces or increases fuel flow. I was a little surprised when Jesse grabbed from his toolbox, a Triumph 90 degrees fuel injection, adjusting plier. These needle nose pliers fit in slots made in each adjusting set screw (nut).

With the 5 on dyno, Jesse turning set screws and Gary on throttle holding engine, at 3,000 RPM, through trial and error, he gets engine idle at 14+, high speed under load 11-12. Nice.

One glitch discovered early. You must replace the screws that hold metering unit cap on.

BIG VACUUM LEAK if you don't. The black smoke pouring out of tail pipe, reminded me of incident 1975, where the only time my metering unit malfunctioned. (Good catch Gary).

All in all, a great learning experience. And not so complicated. All you need is a dyno, Stoichiometric reader, injection adjusting pliers and 2 people who know what they are doing.

Here are my numbers HP 100.24, Torque 137.7

Jesse said the dyno is *"the big disappointment. No propaganda. No way did they have a proper way to dyno engines back then. These are modern horses. LOL"*.

I was curious what dyno numbers of other members Triumphs came in at. Steve and Bob kindly gave me theirs.

		<u>HP</u>	<u>Torque</u>	
Steve Peak	TR4A	89	116	engine up graded with street cam and .40 over pistons
Bob Aquilar	TR6	90	120	smog stuff removed

Keep in mind these numbers are at the rear wheel. As I understand it, add 15% for engine HP and Torque measured at the flywheel.

SIMPLE TUNING FOR SU CARBURETORS

By Carl Heideman Aug 20, 2022 [Drivetrain](#)

Assuming that the carburetors are in good condition and have properly sized needles in them, the tuning procedure is not as complex as most people think.

However, before the carbs are touched, ignition dwell and timing must first be correct. It's a good idea to ensure valve clearances are correct as well. A quick check for vacuum leaks is next, and only once this is done is it time to move on to the carburetors.

Next, if there are two or more carburetors, they need to be synchronized. This can be done with either a dedicated synchronization tool or a short length of hose.

With the engine running at idle--usually 600 to 1000 rpm--the synchronization tool is placed over the inlet of each carburetor to get a reading on its gauge. The idle screw is adjusted on each carburetor until each one gives the same reading on the synchronization tool.

The low-buck method is to substitute a 12- to 18-inch length of 1/4-inch or 5/16-inch hose for the tool. Hold one end of the hose up to the air inlet of each carb and the other end to your ear. When each carb emits the same noise through the hose, they are synchronized at idle. (Note that revving the engine slightly and periodically throughout the adjustment process helps to "clear out" the carbs.)

After the carbs are synchronized at idle, the throttle linkages can then be adjusted to ensure they remain synchronized throughout the rpm range. With just a little free play in the linkage, each throttle arm should start moving at the same time when the accelerator pedal is depressed. If not, the locking nuts can be loosened to adjust the linkage.

The idle mixture is set next. The conventional method, which is published in most manuals, works very well. First, each piston is lifted slightly, about 1/16-inch (usually a small screwdriver is helpful for this



step). If the engine speed falls off, the mixture is too lean and the jet is lowered via its adjustment nut or screw. If the rpm rise, the mixture is too rich and the jet is raised. If raising the carb's piston causes the engine speed to rise by about 50 rpm before returning to its previous level, the mixture is just right.

An alternate method is to use a vacuum gauge and adjust the mixture in each carb to get the highest vacuum at idle that is possible. At this point, the idle speed can be verified to be correct and the tuning is nearly done.

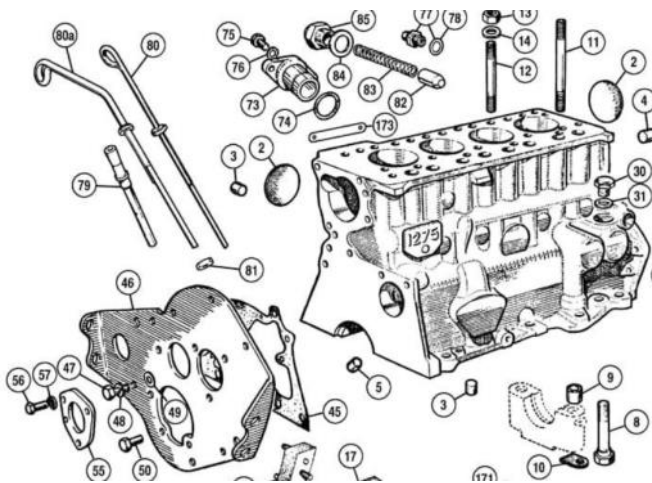
All that is left is the "choke" adjustment. As discussed before, SUs don't really have chokes, as they richen the mixture instead to allow smooth engine starting. This is usually accomplished through a linkage and cam that lowers the jets and raises the idle speed. The linkage and cam only affect idle speed in the first two-thirds of the distance of choke cable travel; it increases the air/fuel mixture as well as the idle speed during the final third of travel.

The two steps to adjustment are to ensure that multiple carb setups have proper linkage balance between carbs, then to set the high-speed idle screws that touch the cams. High speed idle is usually around 1800 rpm.

WEDGE WORDS

By Steve Olson

I haven't been doing very many Triumphful things with my TR8 lately. The weather has just not been cooperating. I have been spending time in the garage rebuilding the Triumph Spitfire engine that goes in my MG Midget. I pulled that out and temporarily installed my tired spare motor back in June. As usual I took the thing apart without any of the bagging and tagging and photographing everyone recommends. Real men don't need all that fuss. I piled all the nuts, bolts, and smaller pieces on the garage floor just like I have always done. But unlike in the past when reassembly happened after a couple weeks waiting for the machine shop and gathering parts, this time I experienced lengthy delays and after several months I now struggle to remember where some of those things go.



But progress is slowing being made and the piles of greasy things on the garage floor are getting smaller. And every time I get to spend a couple hours quality time working in the garage I find more missing or damaged fasteners. So, my trusty TR8 becomes a parts runner going to the local hardware store. Some days I make more than one trip. I am slowly exhausting their supply of fine threaded nuts and bolts. Those things are not as inexpensive as

they once were especially when I decide I need grade 8.

Just today I was bolting the thermostat housing on and noticed one of the studs had been replaced with a bolt. And it was a course thread bolt at that. I knew that was wrong, so I removed the other stud and it too was course thread on one end. Closer inspection showed why. The tapped holes in the water outlet had stripped out and some prior owner had drilled them and put in Helicoils. But the old school hardware store that I love had studs that were course on one end and fine on the other, so I was able to make a reasonable repair adding a dab of JB Weld just to help out.

This motor will have way too much compression to burn cheap fuel but hopefully it will make lots more power. And since I know aluminum blocks and heads are much lighter and more efficient than cast iron, I opted to paint this engine with high temp aluminum paint instead of the stock black. That alone should be good for an extra 8-10 horsepower.

Still waiting on a few more parts that I put on order today. The price of parts is a lot more than a few years ago and now they come with shipping charges and shipping delays. With luck I will be ready to put the motor back into the car before Spring and see if it will even start. The new cam and crank gears came without timing marks, so I made my best guess. Pretty sure I am within a few degrees of where it should be. I wonder if I should have primed the oil pump.

At least I still have the TR8 to chase after parts and supplies and I am sure I will find more that I need. The air conditioner in the 8 is no longer needed but getting the chokes to work would come in handy. Maybe I will look into that.

TRIUMPH FORUMS

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://auttox.team.net/mailman/listinfo/triumphs>

6-Pack Car Club (TR6 & 250 models) <http://www.6-pack.com>

MEMBER UPDATE

Keith Jordan—Just got his TR6 back from Gary Gumming after about 4 weeks of work! The car was a victim of “while we’re in there, we might as well look at...” Gary did an excellent job, replacing the F/R suspension bushings, F/R springs, adjustable trailing arm brackets, thrust washers, fixing the differential mount (always a problem on sixes), rebuilding the carbs, fitting a Wizard radiator and electric fan (a nice jump in HP), fitting splined hubs, wire wheels and redline tires (courtesy of Hendrix), throttle bushing, door shims, and a whole host of other minor items. The TR runs great and is a blast to drive now! Sometime after the first of the year, the car will go back to Gary for a clutch replacement.

Keith has also replaced all of the external lights with LEDs, including headlights rated at 3500K which mimic the warm white light of Halogens, instead of the bluish white light you typically see. A couple of gauge warning lights have been replaced with LEDs, to be followed by the blue night lighting found on the 1970 TR6 gauges.

Keith’s other car, an early 1962 TR4, is being restored to ex-factory condition by Macy’s Garage in Ohio. The painted body tub has been married to the chassis and the process of adding the auxiliary and internal items has begun. Mark Macy reports that the car will hopefully be ready in Spring 2023, delayed by a bunch of personnel illnesses (Covid, flu and broken ankles!).

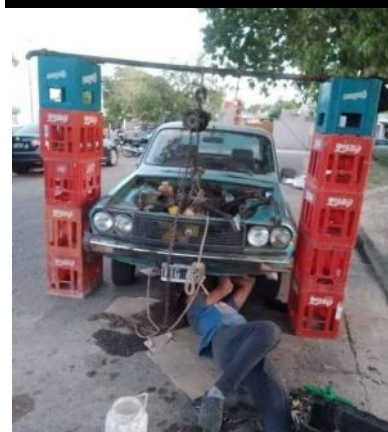
Ed Curry – Making some progress on my TR3 Small Mouth. All ten removable panels went out to the media blaster, then to the painter for two coats of epoxy primer. Remaining exterior portions of the tub had to be stripped to bare metal the old fashioned way. Lots of grunt work! Next step was to have Spray Master, Mark Golden come to Your Classic Ride to prime those sections. We had to do it outside as spraying is not allowed in the garage.



**How do you fit four Little British Cars in a two car garage?
Very carefully!**

Sorry Honey, No room for your SUV.

**Use milk carriers when a tree is
not available**



CLUB BOARD MEETING NOTES

By 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 October 18, 2022: Ed Curry reported on the October 9 Lake Garnett Grand Prix Revival and picnic. -- Steve Peak discussed preparations for the December 1 Holiday Dinner and Annual Meeting to be held at the Granite City restaurant in Zona Rosa. -- There was discussion about the Club possibly extending invitations to other area clubs to participate in some of our events.

Board Meeting of November 15, 2022: Steve Peak discussed the October 18 Fall Foliage Run to Atchison, KS. -- Planning continued for the Holiday Dinner and Annual Meeting, and the members began working on the annual Planning Meeting to be held in January. Because of the scheduled Annual Meeting, the December Board meeting was canceled. -- There was discussion on possible ways to encourage additional attendance at monthly Club Night Out meetings. It would be good to see attendance return to levels experienced prior to the Covid pandemic.

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: ☐

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Spouse/Other: _____

Address: _____

City, State, ZIP: _____

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Cell Phone: _____

Email: _____

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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

Editor: Ed Curry ecurry@att.net

Subscription: is via membership in the Club: \$20 per year.

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LBC cars and parts only

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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

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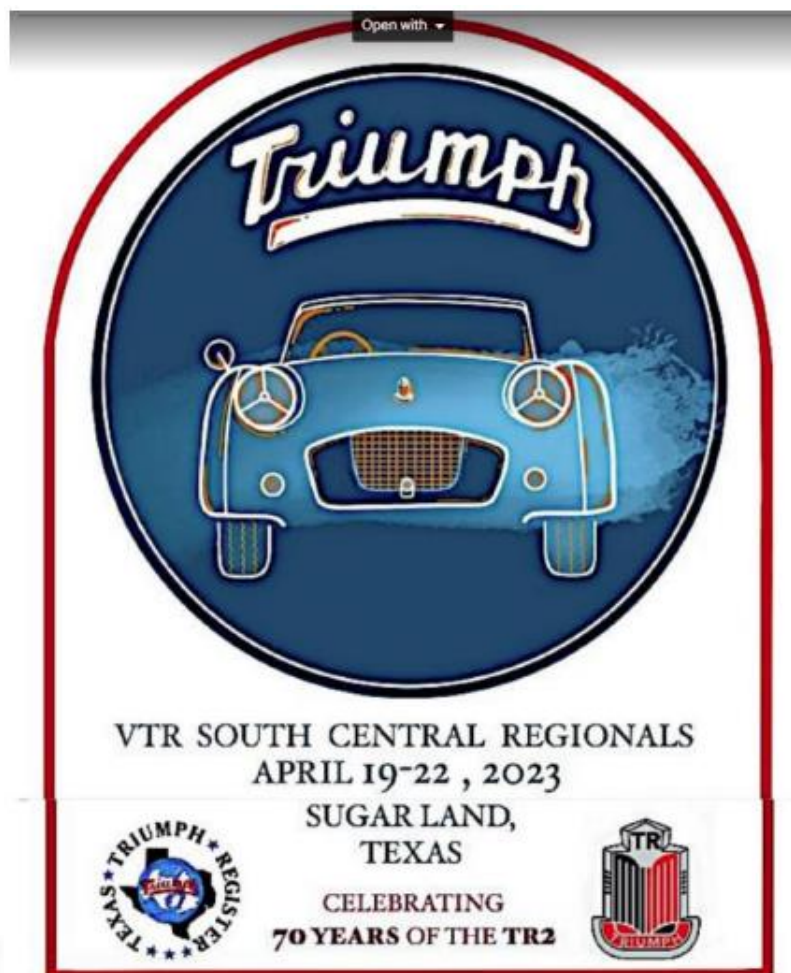
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CLUB CAR CENSUS

By Larry Taylor

As of 11/28/202

<u>TR2</u>	<u>TR3</u>	<u>TR3A</u>	<u>TR3B</u>	<u>TR4</u>	<u>TR4A</u>	<u>TR5</u>	<u>TR250</u>
S. Taylor	Davis	Brockman	Carroll	Barrett	Carlsen	Simon	Fischer
	McBride	Curry		Edwards	Peak		
	Curry	Givens		Fisher	Robins		
		Hoyt		Jenkinson	J. Taylor		
		Huenefeldt		Jenkinson			
		Kongorski		Jordan			
		Leahy		Wymore			
		Metzger					
		Meyer					
		Obrock					
		Purcell					
		Ray					
		Schoenhals					
		Suchman					
		J. Taylor					
		L. Taylor					
		Wilds					
<u>TR6</u>	<u>TR7</u>	<u>TR8</u>	<u>GT6</u>	<u>Spitfire</u>	<u>Herald</u>	<u>Stag</u>	
Aguilar	Curry	Olson	Baker	Brown	Dunn	Clough	
Bennett	O'Brien		Crouch	Carver		Powell	
Brasfield			Elliott	Davidson			
Brittain			Quesenberry	Eble			
Brown			Sullivan	Endecott			
Copeland				Faulkner			
Cunningham				Elliott			
Denning				Haefner			
Dieckhoff				Harr			
Fredericks				Hoch			
Gillissen				M. Howell			
Hansen				Kigar			
Harr				O'Brien			
Hicks				O'Neil			
D. Howell				Quesenberry			
Hudson				Reis			
Jenkinson				Rowell			
Jordan				Sportnitz			
Lamble				Van DerVyver			
Mackintosh				Vehlewald			
Masoner							
McBean							
Murphy							
Nye							
Schmidt							
Sedwick							
Shaw							
S. Taylor							
Vehlewald							
Waxse							
Wilds							
Wood							
Zuvers							



2023 South Central VTR Regionals Information

Texas Triumph Register invites you to 2023 Regionals

The Texas Triumph register is pleased to extend this advance invitation to all of you to the 2023 VTR South Central Regionals to be held April 19-22 in Sugar Land, Texas. The theme will be a 70th Anniversary Celebration of the introduction of the TR2. Our host hotel, the Sugar Land Hilton Garden Inn, is centrally located very near to all of the driving event venues and provides spacious meeting and dining room capacity for all of the onsite activities. The Farm Roads of west Harris and Ft Bend Counties offer plenty of non-freeway driving opportunities on which to enjoy unique sights and attractions while taking your Triumph on one or more of the planned driving tours.



Please visit our website at VTR South Central Regionals 2023 | Texas Triumph (www.texas triumphregister.org) for the soon-to-be-available early registration information and full schedule of events. The Hilton Garden Inn has a limited number of rooms reserved for us for \$89 per room per night, including a free breakfast. Hotel reservations can now be made at:



https://www.hilton.com/en/book/reservation/rooms/?cityCode=HOU&arrivalDate=2023-04-19&departureDate=2023-04-23&groupCode=svtr&roomNumAdults=1&displayCurrency=USD&brandCode=HH&inputModule=HOTEL_SEARCH&showDeepLinking=true&srpName=

(Discount code is SCVTR)

As your club begins planning for next year, we hope you will put the South Central VTR Regionals on your schedule and make preparations to attend.

For general information contact Hal Sharp, TTR President and Regionals Chairperson - 832-423-7138

For registration specific information contact Mike Rouse, Regionals Registration Chairperson - 281-554-4878

We are looking forward to seeing you in Sugar Land in April 2023.

Best regards,

Hal Sharp
TTR President and 2023 VTR South Central Regionals Chairperson



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

Four project Triumphs for sale in Vienna, MO about 3 hours from KC. 2 round tail Spitfires and 2 wide mouth TR3s. Lots of spare parts for all cars. Both Spitfires have titles. Can't find the titles for the TR3s. Looking to sell the cars outright or gauge interest in club members attending an auction in the Vienna area. Contact Janice Young Morgan at 765-404-4017 or at yojanice@yahoo.com



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.

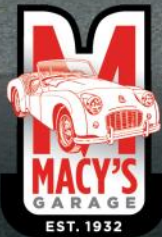


If there are Spitfire/GT6 owners out there planning a frame-off restoration, I have a home-built rotisserie to tilt the tub 70+ degrees in either direction. Great for welding, body work or painting. Counter balanced for controlled motion. Could be adapted for other models. Email, Text or Call Bill at 816-262-4627 after 5pm for more details



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