

Introduction: Welcome to the first installment of what we hope will be a long and rewarding relationship with the K.C. Chapter of the V.T.R. and yourselves. The first formation of this group began in Indianapolis, Indiana, the last weekend in July. The national V.T.R. meet is certainly the place to come up with ideas for a local group. The first local meeting in September showed the need to reach as many Triumph owners as possible and to get people and cars out to an event. A late summer picnic seemed to be the best ice breaker available. Advertising, phone calls and letters were handled by a club that really did not formally exist, except in a few dedicated minds.

The overcast and windy afternoon of Sept. 17, with a little shower at 1:30 seemed to say that the whole event might end without really starting. Contrary to beliefs, the clouds broke, the sun came out and so did the Triumphs and owners. Twenty cars purred their way onto the grassy parking area, while a few foreign makes, like Jaguar and Austin-Healey kept their distance along the roadway. About fifty owners shared stories and experiences in the warm afternoon sun. Special interest seemed to center around Bob & Esther White's beautifully restored TR3A, Paul & Nancy M^cBrides exceptional TR3 small mouth, and Gene & Barbara Williams' Stag, with hardtop on and off. Every model, from a TR2 grill to the TR6 were represented at the meet.

A brief explanation of the Chapter as it stood brought out many good suggestions from the group. As a result of the great response and interest shown by everyone at the picnic, we are pleased to announce the formation of the K.C. Chapter of the Vintage Triumph Register.

The Chapter will file for official recognition with the V.T.R. as soon as membership is established and officers are elected. Your continued support, ideas and talents will bring this organization to offer the events and services you desire. I want to take this opportunity to thank Paul and Charles, and everyone else who attended the picnic, called, or sent letters of support. Thank you all!

Gary

UPCOMING EVENTS: Sunday, October 22, Rick Torres has offered to set up our second full meet. We expect a small tour or rally and general club meeting. We need to elect officers and discuss V.T.R. Chartership plans. Details to follow.

SPORTS CAR?

"A sports car is one in which performance takes precedence over carrying capacity."
-Cyril Posthumus

It is unlikely that any Triumph TR owner would argue with that definition. But, as with all blanket definitions, it fails to explain the particular; and most noticeably, it ignores the emotions of the owner, driver, designer, mechanic, etc.... Here's another:

"(A sports car) is quite simply a car built to be driven for pleasure."

-Martyn Watkins

Now, that one really rings my bell. Notice the distinction. Pleasure is derived from the act and art of driving. Some cars are built to be driven in pleasure. That kind of pleasure is measured in the degree of isolation one attains from the reality of being transported from A to B. A few years ago, in a prolonged fit of grandeur, I owned an early Olds Toronado. It came close to climbing under the blanket of Cyril's definition, but definitely was excluded from Watkin's. On those rare occasions when I really didn't want to drive, it was a satisfying car.

Triumph sports cars do not need justification, and I am not pleading their case. They are sports cars in the most basic sense; and in that sense they are timeless. An old Tr3 advertisement says it very well....

"As long as people are interested in the sheer enjoyment of driving, it will never go out of style." And as long as there are people like you and me and all of you who participated in our first rallye, there will be Triumphs "built to be driven for pleasure".

Paul M. McBride, Director

UPCOMING EVENTS: Friday, December 8, 1978 - Dinner meeting at Washington Street Station, 9th & Washington, K.C., Mo. Refreshment bar to open at 7:00 p.m. with dinner served about 7:30 p.m. Cost will be \$5.50 per person to include salad bar and spaghetti dinner. Mixed drinks will be \$1.25. We need to confirm our reservations to them as soon as possible, please contact Paul or me by November 26 if you plan to attend. Rick will give a slide presentation and we also need to get the signatures of V.T.R. members for our application to the national board of directors. Also bring along some ideas for events for next year.

EVENT REPORT: The October 22 Rally was certainly a treat for everyone. The route provided some very scenic driving and the instructions were just enough to make you wonder if you really were lost or if everyone else was. Through no fault of our

own, Barb and I turned in the best answer sheet of the day and with only one small detour off the route, took first place. Our newest family member, my TR4A did its part without a complaint. Second place went to Art Rubin driving his TR3A and third place went to Brent Harrison driving a TR6. All together twelve cars participated despite the cold and rainy weather. Bob White gave us all a really special surprise by bringing over his 2000 Salon. People who are used to seeing only Triumph roadsters really get a thrill out of a beautiful Salon. There will be more about this car in a later issue.

After the awards, a meeting was held inside where it was warm and dry. The main purpose was to elect officers. Paul McBride was elected Chapter Director and Rick Torres is the Assistant Director. I will continue as chapter secretary, treasurer and editor of the newsletter.

CHAPTER OFFICERS:

DIRECTOR

Paul M. McBride
3240 North 66th
Kansas City, Kansas 66104
334-1466

ASSISTANT DIRECTOR

Rick Torres
8036 Santa Fe Drive
Overland Park, Ks. 66212
642-7437

SEC. - TREAS.

Gary L. Davis
6039 Rockhill Road
Kansas City, Mo. 64110
361-0641

BOARD MEETING: November 14, 1978, attended by Paul McBride- Director, Rick Torres- Asst. Director and Gary Davis- Sec.-Treas. Discussion centered on the changing of the chapter's name, the finishing of the application to V.T.R. for chapter status and the plans for the Dec. 8 meeting. It was decided to trim the mailing list to only members in good standing by the January issue.

NEWSLETTER: Since I have not received any want ads yet, I'll put in one of my own.

Parts Wanted: front bumper with overriders and brackets for TR3 small mouth. Also TR3 hood, must be very good condition. Have a very late model hood with raised hinge mounting for sale or trade. Also need older style headlamp rims. -Gary

NOTE: The club name has been changed in order to not only shorten the name but to make a clearer distinction between our local chapter and the national club.

WINTER DRIVING TIPS: Now is the best time to get out the grease gun and give the suspension a good dose of preventative maintenance. The front trunnions are especially susceptible to rusting damage due to lack of lubrication.

Starting: Spray (ether) applied to the air cleaners can be a great battery and starter saver. Those S.U.s are not the best weather carburetters around.

REMEMBER!! Call today to make your reservations for the dinner meeting Dec. 8.

HOPE TO SEE EVERYONE THERE!!

UPCOMING EVENTS: Friday, February 16, 7:00 p.m. - Get together party at the Interstate Federal Savings and Loan Building, 8629 Metcalf, Overland Park, Kansas. This party is open to all members and their families, guests and prospective members. Mixes, soft drinks and snacks will be provided by the club, but if you want to bring along your favorite, be our guest. All other liquids - bring your own, please. We will be discussing our upcoming Ozark tour.

Weekend Ozark tour is in the planning stages. A Saturday drive down, stayover and Sunday return is being planned for the last weekend in March or the first in April. Room rates are being checked on. We need to see how many people are seriously interested, and willing to pay ahead and go despite of the weather. Bring along some ideas and let's get going!

TRIUMPHS AND NOSTALGIA

A couple of nights ago, with a blizzard raging outside, the proverbial log on the fire, and a drink in the hand, I read an article entitled: A Short Natural History of Nostalgia by Anthony Brandt. According to Mr. Brandt, nostalgia is a complicated emotion that can adversely affect us unless we have an awareness and an understanding of its history. Pretty heavy stuff!

I'll try to summarize; beneath our attachment to "things old" runs a sense that everything important or real is in the past. We dream of recreating the past, of associations with "happy times", we restore and preserve objects, we cultivate a mood. The result of all this is a distortion of the actual past.

It reminds me of a conversation I overheard at a car show. An old man said that he had never seen in his younger years a Model A in the condition of those cars; that they were always dusty, greasy, mud caked on the undercarriage, fenders flapping in the breeze, they were used. I've seen concours competition where Jaguar owners displayed Lucas batteries and then strapped in the Die-Hard before heading home. Recently Rick Torres and I were discussing the merits of TR3's and early Spitfires in the snow. I also remember the sand, salt and chains on the tires; and know very well that the days of playing in the snow with my restored TS20505LO are over.

The key to making sense of all of this, according to Mr. Brandt, is not to confuse the restorations with actual history, but to enjoy them as symbols of a past which we realize is a distortion, but nonetheless pleasurable.

It occurs to me that our decision, made at Washington Street to proceed with plans to tour the Ozarks in early spring is evidence of the practical attitude of Triumph people toward Triumphs. Some of us may be hesitant about exposing our old steel to

the worst winter elements, but we believe that Triumphs are to be used and enjoyed today, as well as being objects of our nostalgia.

I for one can hardly wait, someday we may look back on it as "the good old days".

Paul M. McBride, Director

ANNOUNCEMENT: Announcing to members of Kansas City Triumphs the opening of our shop specializing in restoration and mechanical works on all makes and models of foreign and classic autos, with particular interest in British manufacture.

As a past and present owner of Triumph autos, we are very familiar and sympathetic with the problems encountered in the maintenance of the marque and wish to extend a 10% discount to K.C. Triumphs members on repair and restoration of all models of Triumphs.

The paint and body man in my employ, Richard Huber, has years of experience in restoration of all makes of classic and antique autos and performs some of the finest work I've ever seen in 16 years of experience.

Our concept is to treat the customer's auto as if it were our own; nothing less than perfection will be tolerated, "good enough" is not good enough.

Invitation is open to all K.C. Triumph members to stop by and visit; see our operation at 6311 Santa Fe Drive (first stop light west of Metcalf - across from Mission Inn). Where Triumphs are appreciated and loved!

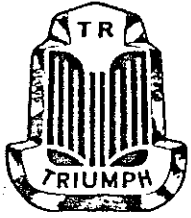
Klassic Kare
Gene and Barbara Williams

FOR SALE: Parting out two TR3's, hard to find parts, body parts, motor parts, etc.
Call Rob White at 642-4369.

EVENT REPORT: Our dinner meeting at the Washington Street Station was a great success. Despite a very cold night and a rather cold meeting room, all 22 members enjoyed the food, conversation and slide show. Rick Torres gave us a glimpse of the past with his pictures of the TR Drivers Club and some of their activities. We may want to make this an annual event for early December!

VTR REPORT: We suggest that members of K.C. Triumphs who also joined the Vintage Triumph Register and have not received their membership cards, decal, letter of welcome and current magazine, write to the new national membership secretary, Mr. Bill Lynn, in care of Vintage Triumph Register, P.O. Box 6934, Grosse Pointe, Michigan 48236.

SPARES REPORT: The last issue of The Vintage Triumph contained a list of spares sources. I will make a personal recommendation for The Roadster Factory for TR3 parts. He has been very prompt, fair and friendly in our transactions and my only regret is that he doesn't handle TR4 parts yet. Does anyone have a good source besides Moss Motors?



EDITOR'S NOTE: I hope everyone will enjoy the expanded format of this month's issue.

I saw the need for the additional space when I started reviewing the material available. This spring and summer will be a most critical time for our club. We need to expand our membership and let Triumph owners in this area know we exist. The growth of our club has been good so far, but I still meet a lot of Triumph enthusiasts who have never heard of us. The most important thing each member can do is to get their car out on the street and join in with the other members. Our best advertisement is being active and exposing our interests to the community. I wonder if the thrill of driving in a caravan of TR3s and 4s with tops down, and having everyone stop to watch isn't a lot more satisfying than driving around in a Trans Am and having one or two kids drool over it. Let's face it, the day of the true sports car is here and I want everyone to see the pride it takes to own and care for these excellent sports cars.

An old Triumph taking up space in the garage may be somewhat of a nuisance, but a warm afternoon drive in a sports roadster is quite another thing. It is this barrier that needs to be broken in order for everyone to enjoy our common interest.

-Editor-

UPCOMING EVENTS: Ozark Tour - Saturday and Sunday, April 28-29 have been set up for our first two day tour. We will leave on Saturday morning and caravan to the Howard Johnsons on the Lake of the Ozarks. Rick Torres will have a question sheet on some landmarks along the route just to make sure everyone keeps their eyes open. The afternoon will be open to shopping, browsing and touring around the area. Saturday evening will be a club party with some surprises and prizes for the best answer sheets. Sunday we'll caravan back to K.C. Rick has offered to bring along some spare parts in order to insure a safe and pleasureable trip. The room rates will run about \$25.00 per couple. We ask everyone who can to bring along their CB so we can keep better track of everyone. All club members will be contacted about April 1 concerning reservations.

Shriners' Benefit Car Show - Sunday, May 20 at Ward Parkway Shopping Center. More than 45 area clubs will be participating in this event. It's a great opportunity to expose the club and to help in a most worthy cause. Everyone should plan to

display their cars and it is a great chance to meet with the other area car clubs and see some really great automobiles. Details will follow in the May issue.

Greater Kansas City Jaycees Rally for Wonderland Camp - Saturday, April 21 and Sunday, April 22. These are two separate "Gimmick" type rallies with no check points involved. They start at 9:00 a.m. at the rear parking lot of Research Medical Center; entrance off of 63rd Street - west of Prospect. First, second and third place non-Jaycee winners of each day will receive prizes. A minimum donation of \$10.00 per car is the entry fee. The donation goes to the Wonderland Camp, a camping retreat for both mentally and physically handicapped children of the area. It is located at the Lake of the Ozarks. This is a golden opportunity to help others and have a lot of fun doing it. Please send your applications directly to the Jaycees. I might suggest the last time slot on Sunday if we want to participate as a club. If you have other ideas, give me a call.

-Gary-

TRIUMPH LITERATURE

One of the ways to enjoy Triumphs in the winter is to read about them. I thought perhaps a list of the historical literature might be of interest. It is not extensive and in fact one might say that the marque has been neglected...

The Story of Triumph Sports Cars - Robson. pub. Motor Racing Publication LTD.

This is a good overall survey of triumph sporting vehicles with a fair amount of company and personage history. From Siegfried Bettman's pedal-cycles to the plethora of sporting Triumph models after Lord Stoke's British Leyland take over, the story of Triumphs is at times really incredible. Unfortunately, I understand that this book is no longer published. If you find it in a book store (Blue Cover), buy it!

The Triumph TR's, A Collector's Guide - Robson. pub. MRP LTD.

Focusing entirely on the TR series 1 - 7, this book is a must for a TR owner. Many interesting photos, but don't believe what you read on p. 21, it's a reversed negative - makes you wonder about Robson!

Automobile Quarterly Vol II No. 2. "Trundling Along with Triumph" - Langworth. pub. Automobile Quarterly, Inc.

This is, I think, the most accurate and readable Triumph history yet published. Langworth packs a lot of information into an entertaining prose. The paintings are well done, but I would have preferred photos.

Triumph Sports - An Autocar Special. pub. I.C.P. Transport Press, LTD and
Triumph TR2 and TR3 1952-1960 - compiled by R.M. Clarke - Brooklands Books.

These two magazine-like publications are reprints of contemporary articles and road tests of Triumph Sports models from 1924 - 1976. They are invaluable to the authentic freaks among us, and a very rich source of performance data. They are also amusing and entertaining.

The Vintage Triumph No.'s 1 - 22. pub. Vintage Triumph Register

This is the bi-monthly of our national organization. Quality varies, but early issues have many reprints of factory brochures, sales copy, technical information, factory photos, etc. Back issues are all available; complete set for \$49.50 from VTR.

Triumph Sports Car Spare Parts Catalogue (Reprint) by Vintage Triumph Register \$12.00

Worth more for the money to TR2, 3, & 3A owners than any other publication. Careful study can pinpoint nearly all detail changes by commission numbers. Parts numbers are invaluable when shopping at Triumph stores. Ask them to run them through the computer, you will be surprised how much is available.

Most of the above publications are available through VTR at a discount.

Happy Reading!

-Paul McBride, Director-

MEMBERSHIP: I would like to apologize to both Charles Kinslow and Harry Haynes for the errors in the membership directory of last issue. Please make the following corrections to your copy.

Kinslow, Charles & Beverly
12922 W. 102nd Street
Lenexa, Kansas 66215
888-4631
TR4A 1967

Haynes, Harry & Virginia
12924 W. 65th Street
Shawnee, Kansas 66216
631-8861
TR3B 1963

NEW MEMBERS: Please welcome two new members to our growing club and add their names to the membership directory.

Cox, Bob & Cathy
4870 Black Swan Drive
Shawnee, Kansas 66216
631-1476
TR6 1973

Mullins, Howard & Mary
6300 N.E. Normandy Drive
Gladstone, Mo. 64118
455-0016
1800 Roadster 1947

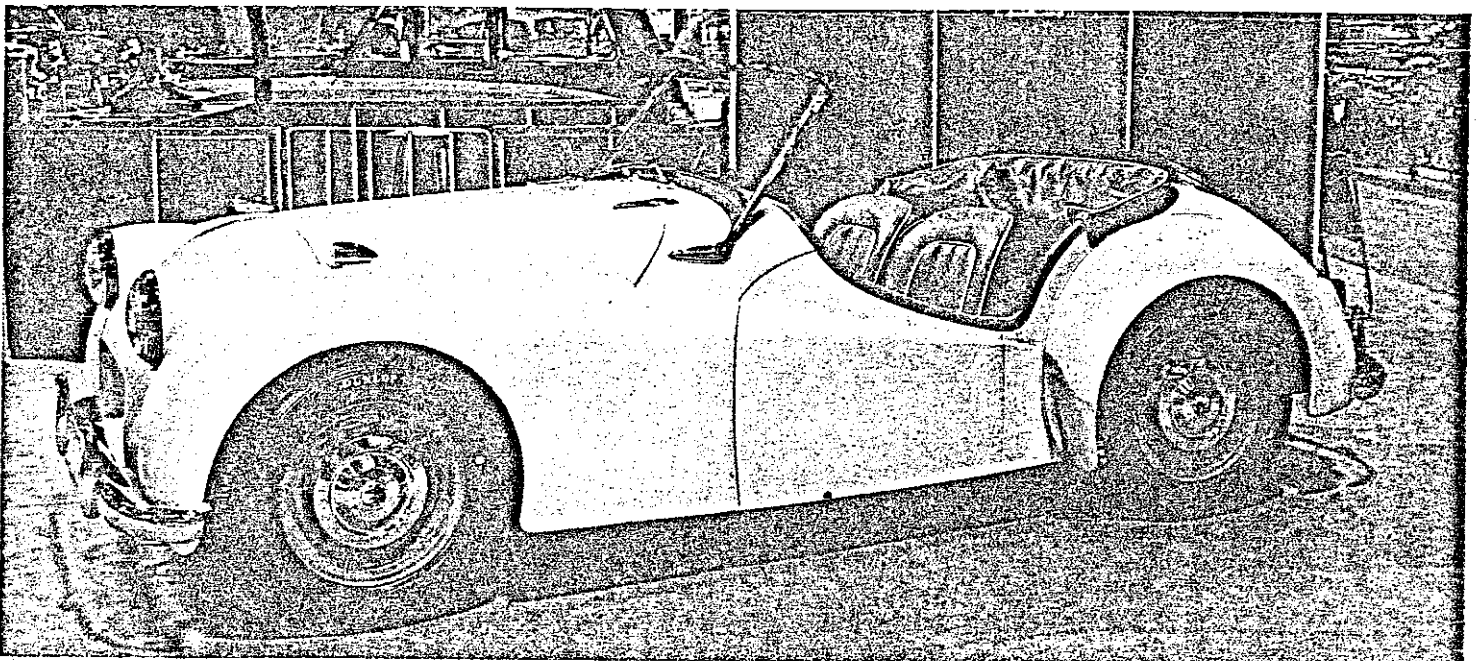
PAST EVENTS REPORT: On a very cold Friday night, February 16, the K.C. Triumphs set a new club record. A thorough investigation of the parking lot led to only one

conclusion, there was not a Triumph to be seen. I have only one comment to make on this situation - GREAT! The fifteen members who attended showed that we are an organization that is active year round. The main topic, which generated great enthusiasm was the Ozark Tour of this April 28-29. Many stories of similar trips by the TR Drivers can really stir up that open roadster fever, even on a cold night.

One topic of special interest was a discussion about spare parts to carry on the road. This is by no means a complete list and each of you know your own car better than I do, but here's a good start -

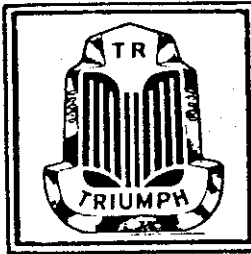
Fan belt	Distributor cap
Spark plugs	Duct tape for hose repair
Points, condensor, rotor	Extra brake fluid
Water pump	Extra wiper blades
Motor oil	Spare gasoline
Check spare tire	Basic tools

I would like to again suggest a CB for those who have one for communications during the drive. I am sure that we will have plenty of parts and knowhow to insure a safe and pleasant trip for all. I have found a very dependable theory for times like this - Be prepared and nothing will happen, go unprepared and you'll wish you had planned better.



The TR-1, prototype of all the TRs since, on the stand at Earls Court in 1952. Very similar in appearance to the eventual production TR-2, it was actually quite undeveloped and many refinements were made before the final introduction in 1953.

I think it is fitting to include this picture as the first in our newsletter. The 20TS, or TR1 as it became known, was only a beginning. It later became a legend as the famous Jabbeke Road record speed car. This one little car started a revolution that carried over nearly 10 years of production and more than 83,000 units produced. It surely deserves special attention from all TR owners.



KANSAS CITY TRIUMPHS

NEWSLETTER

VOLUME 1 ISSUE 5
MAY 1979

PAST EVENTS REPORT: The Ozarks Tour of April 23-29 was more than a success, it was truly a monumental step in the growth of our organization. All sixteen club members had a great time and more outings of this type will be in the works in the near future. I had the pleasure of filling the last slot in the caravan of five TR3s, two TR4s and a TR6 through the beautiful hills of the Ozarks area. From the tail position you really get to see all the stares and waving by the people we drove by. And the CB truckers loved to talk about the "cheap little cars" as we flew by. Going through Bagnell was a real treat because nearly everyone stopped in their tracks to wave and watch. Anywhere we parked, we drew a lot of interested people who came over to ask questions and just say "Hello!" I could go on and on about the trip, but I only have one view and I know each member has a great story to tell. Activities included everything from go kart driving to disco dancing, and getting sixteen people in a good restaurant isn't easy anywhere on a Saturday night but we did it! I must mention a participant in this fun filled excursion that certainly deserves a special note. The participant is the cars themselves, spanning nearly 20 years of production, they all performed the way a sports roadster should on a hilly, curvey Ozarks road. Their dependability, handling and power was certainly appreciated and enjoyed by everyone.



With the lake in the background, this collection of TR roadsters makes a beautiful sight. Don't you think?

UPCOMING EVENTS: Shriners' Benefit Car Show - Sunday, May 20 at Ward Parkway Shopping Center, 26th and Ward Parkway. We will meet at 9:30 a.m. at the north end of the center near the Wards store and drive into the display area together so we can have all the cars together. Since this is the first public display we have participated in, it is important for us to have as many cars as possible. This is a rain or shine event so don't let a little rain keep you home. Those who want can bring along a lunch and we'll have a get together about noon and a general club member meeting at 2:00 p.m. to discuss and plan future events and activities. This is not a concours competition, but a public display for charity and a great chance for public exposure of our club, so gentlemen let's see those TRs on the road!

Weston, Missouri Tour - Sunday, June 10. Weston is a scenic little town in northern Missouri and getting there on Hiway 5 will provide some driving challenge, especially following Paul. He considers it an old friend. We will meet at 11:00 a.m. at Wyandotte County Park, 91st and Leavenworth Road, Kansas City, Kansas. Take Parallel west to 91st and then north into the park. Bring along food and drink for an afternoon picnic. Please mark your calendar for the tenth.

THE FRUIT OF THE VINE

We had a meeting.....I think. Your elected officers met a week following our super tour to the Ozarks, and discussed many far reaching, technically complex and highly important issues facing our club. Unfortunately, after tapping Rick's wine cellar, there began a "poco a poco" change of attitude and the discussion lost its clarity in favor of a mellowing trilogy as pleasurable as the Bordeaux. The upshot of it is.....we dumped it all in Gary's lap. This is a good opportunity to extoll the talents of Gary Davis, our Secretary-Treasurer and newsletter editor. Actually Gary (& Barb) do 99% of the organizational work for K.C. Triumphs, and they do it very well. Membership, dues collection, roster, newsletter, mailing, communication, special projects; are time consuming duties and activities that demand dedication and high efficiency to dispatch. I appreciate their work!

We'll have a general meeting Sunday, May 20 during the show at Ward Parkway and I hope you can be there with ideas. Express your desire, donate your talents, and we can increase the opportunities to enjoy ourselves and our Triumphs.

Paul McBride
Director

EDITOR'S NOTE: I must thank Paul for his note of appreciation and his continued enthusiasm, and Rick Torres for all his valued experience and ideas. There are several other members who deserve recognition for their dedication and participation to the club, but I think this is a good chance to thank every member who receives this newsletter. The club is not built on four or five people but on the fact that we all share a common interest and desire. Although we represent a wide range of occupations, different economic levels and age groups, we enjoy the thrill and pleasure of sports touring. There is plenty of room for new ideas, and for volunteers to make the ideas a reality.

Every member has the opportunity to be an event chairman. The process is very simple, take your idea for a tour, rally or meeting and work up the details of date, time, meeting place, etc. and give them to me for publication in the newsletter. Functions that require reservations do take more time and phone calls but certainly can be accomplished. Be prepared to answer questions and take charge when the event occurs. This may seem an over simplification, but it really works out this way. Setting up a rally can be as much fun as running it, a tour can be just an afternoon or a two day event. If you have a favorite place, all I can say is get busy and let's go!

MEMBERSHIP: I would like to acknowledge that one of our members, Tom and Linda Carello have moved to another state because of a job transfer. I first met them at the Regional meet last year at Branson. Tom, Linda and Tommy were very active members and will be missed by all of us.

FUTURE EVENTS: Perry Lake - Perry, Kansas, Rally and Tour is in the works for sometime in July. A gimmic rally and interesting concours with prizes should make this an interesting tour.

Associated Antique Car Clubs Picnic - August 19, 11:00 a.m. to 6:00 p.m. at Lake Jacomo shelter house number 10. We are members of this fine organization that sponsors the Shrine car display and this picnic, as their functions for this year.

NEW MEMBER: Please welcome a new member and add his name to the directory.

Simon, Craig J.
6508 Chaffee Road #61
Des Moines, Iowa 50315

515-287-4314
TR3-PI 1968

TRIUMPH TR3 CHANGES BY COMMISSION NO.

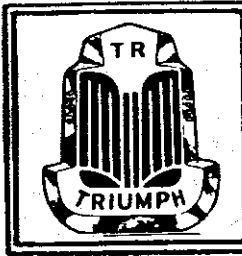
20SR	Earls Court Motor Show Car, October 1972 (20TS or TR1)	TS-26825	Needle bearing used at rear of constant pinion shaft.
TS-1	First production 90hp TR2	TS-26851	Revised rear engine mount.
TS-1201	Water filler moved from thermostat housing to radiator.	TS-27689	Disc front brake dirt shields standard on wire wheeled cars.
TS-1301	License plate lamp replaced red tail-stop lamp at center rear.	TS-27858	As above, for disc wheeled cars.
TS-4002	Long doors removed in favor of short doors and and rocker panels.	TS-28826	Side curtain fastening changed to Dzus fasteners
TS-4229	Chrome front hinges added, inside bonnet release dropped in favor of Dzus fasteners, bonnet louvres reduced from four to two.	TS-29098	Speedo and tach positions switched. Tach is now on left side.
TS-4500	Side windows added to top for better rear vision.	TS-32585	Headlight rims changed to flat-sided types.
TS-5256	Fixed window side curtains / zippers replaced wedge sliding type.	TS-38177	Line fuses installed in side, tail, license light circuits.
TS-5443	10-inch front brakes instead of 9-inch.	TS-40104	Air deflectors installed behind grille.
TS-6157	Scuttle vent added.	TS-41874	Blue and white "TR3" medallion replaces red and black version.
TS-8213	Distributor altered.	TS-50001	Quiet starter motor added. New ring gen.
TS-8636	Last production TR2, November 1955.		Gearbox housing with side filler plug eliminated dispstick in gearbox.
TS-8637	First production TR3, introduced September 1955. Front grille becomes egg-crate, moves flush with apron. Engine 95 hp with SU carbs. TR3 red and black medallion added. Stainless steel fender bead- ing replaces painted. Chrome rear hinges, revised seats, overdrive now on 2-3-4 instead of just 4, with 4.1 rear end. Occasional seat option. Petrol tank size reduced from 15 to 14.4 gallons U.S. for more back seat room. Upholstered rear seatback replaces cardboard.	TS-59289E	Increased capacity generator and regulator fitted (in pairs)
TS-9350E	Le Mans head installed, 100 hp.	TS-60001	Modified body panels. Raised bonnet and trunk hinge mounting platforms. Raised floor stamping behind the seats to form a flat platform for luggage. Rear panel changed to incorporate a wide rim on the inside of the trunk opening. All metal tonneau rail replaces wooden blocks that had been used all the way from the TR2. First all-steel TR body. New doors. Front "Triumph" lettering change to smooth, low-line letters as on later TR4 and Spitfire. Windscreen mounting changed from Dzus fasteners to bolts (not on every model). Dash light rheostat added.
TS-9721E	Flexible float chambers added to SU carbs		Larger rearview mirror. Complete wiring system fitted, with Lucas snap connectors. New regulator and flasher unit location on bulk head (new wiring). Return to separate ignition / door glovebox / trunk keys. (All TR bodies remained exactly the same after this comm. number).
TS-9843	Generator updated		
TS-10546	Changed speedometer and tachometer units.		
TS-11385	Silencer added to exhaust system tail pipe		
TS-11427E	VP-3 layer connecting rod bearings		
TS-12564E	Aluminum rocker shaft pedestals.		
TS-12568	Changed windscreen wiper motor from right to left side		
TS-12650E	Full-flow oil filter.		
TS-13046	Change of rear axle design giving taper roller bearings in rear hubs. Stronger axle shafts. Girling disc brakes at front. Hub cap medallion. changed from porcelain globe to baked enamel. Master brake and clutch cylinder changed to individual cylinders.	TS-83572	Last regular production TR3A.
		TSF-1	First production ("so-called") TR3B. Same as TR3A with 1991 cc engine and TR4 all-synchro- mesh gearbox.
TS-13052E	Final introduction of high port cylinder head, 100 hp at 5000	TCF-1	First TR3B with TR4-type (TR3A optional) 2138 cc engine and TR4 all-synchromesh gearbox. (TR3Bs were produced for the U.S. market only from approximately September 1961 through February 1962. Production estimates vary from 2350 to 3000.
TS-18478	Latest type clutch plates, racing type woven linings.		
TS-20780E	Changed con rod bearings for increased running clearance and greater oil film strength.		
TS-22013	Last production TR3.		
TS-22014	First production ("so-called") TR3A, introduction August 1957. Wide aluminum grille, headlights recessed more into front fenders and given new chrome rims. "Triumph" letters added across front. Door handles installed. External boot lid handle replaces twin escutcheons and key lock. Updated interior with new seats (horizontal rib- bing, increased padding) and side paneling. Anti- roll bar option, new front bumper and mounting brackets replaces frame-mounted wrap-around earlier bumper.		
TS-26656	Corrected speedos fitted with Michelin Xs and 3.7 rear end.		
TS-26704	As above, for 4.1 rear end gearing.		
TS-26698E	Pistons with strengthened crowns introduced.		

Guide — Triumph Sports Car Commission Numbers — J.R. Davy

Manufacturing Year	Model	Prefix	Jan. 1	Apr. 1	July 1	Oct. 1
1953	TR2	TS			Aug. 1	27
1954	TR2	TS	303	1060	2516	3936
1955	TR2	TS	5193	5823	7034	8495
1955	TR3	TS			Sep 8637	8701
1956	TR3	TS	9666	10751	12030	13431
1957	TR3	TS	15017	17025	19729	22386
1958	TR3	TS	25633	29403	33498	36658
1959	TR3	TS	41630	46858	55065	59176
1960	TR3	TS	65124	72342	78184	80720
1961	TR3	TS	82030	82256	82286	83572

*Commission numbers shown ending in "E" are actually engine numbers, referring to engine modifications. For clarity we have dispensed with other alphabetical suffix letters in commission numbers listed here.

Note: My records for 1962 are missing, but see Bill Redinger's comments above. Note also slight overlap of TR2 and TR3 models, September 1955.



KANSAS CITY TRIUMPHS

NEWSLETTER

Volume I Issue 6

July 1979

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July 22, Sunday, Lake Perry Tour - Meeting place is Rick's shop at 8036 Santa Fe, Overland Park, Kansas at 11:00 a.m. Activities include a gimmick rally for the trip up and a mini concourse. Prizes will be awarded for both events. Other activities include swimming, softball, frisbie, volley ball or whatever. Everyone is asked to bring their own hamburgers or steaks and one covered dish or chips and snacks. If you have a small charcoal grill that will fit in your spacious trunk, bring it along. I'm sure we'll have plenty. Let's get those roadsters on the road! Wheels up!

August 19, Sunday, A.A.C.C. Picnic - Meeting place is Lake Jacomo, Shelter House #10 at 11:00 a.m. The Associated Antique Car Clubs is a good group as everyone witnessed at the Ward Parkway show. This event draws great attention from the general public. We are proud to be members and lend our support to them. Let's let everyone see the type of group the K.C. Triumphs are; active, interested and outgoing.

SPECIAL EVENTS: Standard Triumph International Rally IV, September 13-16, Dearborn, Michigan. This is the foremost event for Triumph enthusiasts of the entire year. It is cosponsored by Vintage Triumph Register, TR Register and the local T.S.O.A. chapter. The meet this year will host representatives from England and it is truly a once in a life time opportunity. I will furnish further information upon request.

Personal note: Barb and I will be attending STIR IV and very much would like to make plans with others of you who plan to attend. We have attended two other national meets and have always met a great bunch of enthusiasts and had a wonderful time. We plan to fly out Thursday morning and back Sunday. Get in touch with us as soon as possible.

-Gary-

DIRECTOR'S NOTE: It's that time of year, and the activities of K.C. Triumphs are definitely on the increase. Since the last newsletter, we've participated in a shriners' car, a tour of Leavenworth and Weston culminating at Joe Winter's home, and an MG (excuse the sacrilege) club event complete with gymkhana ---- which Triumph's dominated. It has been a real pleasure for me to get to know, and enjoy these events with, so many of you.

A cursory look at the membership directory, and I see that over 1/3 of K.C. Triumphs people have not been seen at any of these recent gatherings of the faithful. To these "phantom" members let me direct a few words. We appreciate your dues paying support, but we would love to see you and your Triumph. If your Triumph is not running (or you don't have one) bring yourself and we'll sympathize with you. If you're waiting for perfection, (Triumph or self) don't bother; the rest of us are far from it. We are not a concours, show club. We drive our motorcars - paint chips et al. If you've been too busy or just not available, we hope the upcoming events will coordinate with your plans.

New members are desired. We can all recruit. Jerry Witherspoon spotted a prospective member while running a marathon, and made the supreme sacrifice of dropping out for a while to sign him up! Gary, Rick and I have membership application forms.

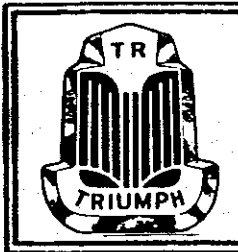
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Paul M. McBride, Director

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May 20 - Shriners' Car Show, Ward Parkway Shopping Center sponsored by A.A.C.C. Altogether ten cars from our club were displayed at this show. We had a great lineup of the TR models, a TR2, TR3, TR3A, TR4, TR4A, TR5 and TR6 were parked in one continuous line. This is a site not very many of us have ever seen. Bob White's Salon brought special interest from everyone, with one common question, "What is it?"

June 10 - Weston Tour - This sunny afternoon brought out eight members for the exciting drive up 5 Hiway to Leavenworth and Weston. Everyone enjoyed the visit to the historic McCormick Distillery and the scenic tour of Weston. We want to thank Joe and Barbara Winters for their hospitality and use of their interesting recreation room, corn cob and all! Eight roadsters parked single file in front



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of your house does tend to impress the neighbors.

June 24 - MGT Series Club party at Municipal Airport. Our invitation came about from the show at Ward Parkway. Again, eight Triumphs rolled in and the event proved to be a little different from any other. Howard Mullins drove in his 1800 Roadster and gave us a look at the TRs forerunner. The MG Club decided to set up a small gymkhana, but were very soon discouraged as they watched the TRs take over. Paul McBride turned in the best time of the day with his 1957 TR3. Everyone who participated and watched learned a lot about the excellent handling qualities of a true sports car. We apologize to anyone who was not called about this event, we tried to reach everyone but missed a few.

H E L P ! ! Can anyone help with the printing of the newsletter? I used to get them done at my former job for 5¢ each, now the cost is 45¢ each at a commercial copy service. If your employer has a copy machine that has the large paper and would be willing to let us pay for the copies let me know.

-Gary-

V.T.R. REPORT: All of you who are members of Vintage Triumph Register have noticed that we are still not listed as a chapter of this organization. The national meet at Dearborn will no doubt be a confrontation between the national directors and ourselves. The frustration Paul and I have experienced over the last year will certainly be aired. Unanswered letters, phone calls to national board members, and offers to fill board openings have been futile. Our group was founded for two purposes, local activities and support for the V.T.R. The fact that an active, organized group is not recognized while a nonexistent chapter like Midwest Triumphs is acknowledged shows the boards' lack of concern for their positions.

As the years pass and parts become scarce, the need for communication across the country will increase. We have an opportunity to keep V.T.R. going if we let them know that we do care. I hope more members will write and show that we are willing to provide the support if they are willing to provide the leadership.

NOTICE: Don't forget about the Heart of America Jaguar Club Concours & Show at the Breckenridge Inn, July 14 & 15. Judging at 10:00 on Sunday.

ACKNOWLEDGEMENT: The following is reprinted from The Vintage Triumph, Number Five September-October 1975

RESTORATIONS



by Harry M. Barnes
787 Allison Way,
Sunnyvale, California 94087

PLASTIC-STARTERS-PETROL TAPS

Recently I had a discussion with a friend, who in years past was a skilled body and fender man. He bemoaned the use of plastic fillers and the repair techniques in use today. But properly performed, plastic filler repairs will last indefinitely. Few of us are sufficiently skilled in metal working or have the tools needed to "true" a mangled fender or body panel, so the plastic best serves our needs. Money being no object, the expert metal worker can still use the old craft.

Damaged metal must be returned to its normal or near normal form before filling should be considered. In no case should there be high spots. Where the damaged area is accessible from both sides, the task is easier. In any case care should be exercised to prevent further damage in the straightening process. Where metal cannot be worked from the backside, a tool called a slide-hammer is required. The low areas are drilled for the screw end of the slide hammer, which is secured in place while the slide is worked as a hammer in reverse, to ease the metal out to the normal line. The holes are filled and act as rivets to secure the material.

Once the sheet is back to the near normal form, or as close as you are able to shape it, you are ready to prepare the metal surface. The damaged area, plus some adjacent area, must be ground off or sanded to remove all paint and rust. With a grinder you would use a 24 grit disc. This grinding or sanding roughens the metal surface to provide a "tooth" for the filler to grip. Keep water and/or moisture from the raw metal surface. Where rust is detected, by all means treat it before proceeding further.

The properly prepared surface is now ready for the application of one of the numerous plastic fillers available on the market today. 3M's Golden Tone is an excellent product and the instructions on the container are easy to follow. The material is cream colored, and when the blue colored hardener is added in the correct amount it should match the greenish tone indicated on the container. Too much hardener will give you a hot mix and a very short working life. By all means follow the manufacturer's instructions.

Application of the filler is by putty knife, spatula or special spreaders. The first coat is most important as this is where the actual bonding takes place. The material must be firmly pressed into the rough metal surface. With the bonding layer in place, additional material can be applied and worked to form the desired shape. Limit the thickness to no more than 1/4 inch. Where a greater thickness is required, a second or third application is suggested. Do not disturb the first layer until it has passed the rubber-like stage.

Tools used for the preparation and application of the filler should be cleaned with lacquer thinner while it is still soft.

If you use a grinder-polisher, try a No. 24 grit to rough-shape, then follow with a No. 36 and No. 80 grit. Similar grades of rough sandpaper can be used to block sand for final shaping. Do not wet sand! Final shaping being accomplished, the surface should be ready for

primer or primer/surface coats. Allow time for the prime coats to dry before sanding with finer grades of paper. Continue prime coats until the surface has been prepared for the final finish coats, which can be enamels or lacquers depending on your choice or skills.

Repairing auto bodies with today's plastic fillers is not at all difficult. But one is well advised to experiment with minor dents before taking on a major project. Don't rush, because there's no need for a re-do owing to careless technique. Follow instructions given by the manufacturer. Literature pertaining to repair techniques is readily available. If such is not the case in your area, try a local librarian for a suitable book.

The following items come to us by courtesy of the TR Register . . .

In an early TR Register newsletter, the editor described how he fitted a TR-4 starter motor (identical to that fitted to TR-3a's after TS-50000) to his TR-2 engine. Later he said another member had done things the other way 'round - a TR-2 starter onto a TR-4 engine. In both cases, as we later pointed out, the chamfer on the ring gear will be facing the wrong way, hence the motor may not always engage. We now find by courtesy of Mr. John Parry that the late motor requires a ring gear of smaller diameter (as well as with the chamfer the other way round). John ended up buying the later flywheel complete with ring gear to make the change. John implies that an early motor and late engine could work (might be a bit noisy on engagement), but we would be delighted to hear from any readers who have tried this combination, or others.

Some crumbs of wisdom on the subject of the petrol tap [we use "petrol" in deference, and because it sounds better. -ed.] The vast majority of members have probably never used it, and if anything the tap's been a nuisance because it has leaked. The Manual says it's provided because the tank is higher than the pump, but that's only on a level surface. Put the front wheels on ramps with a low rack, and you can remove the tap without losing a drop of petrol! If the tap does leak, you have two options - fix or sling. Having done both, here's what we've learned.

New taps are unavailable, as are the cork seals. The usual cause of leakage (assuming pipe unions are okay) is seepage past the cork. As can be seen by the diagram, the compression on the cork can be increased to make the sealing effective. This can be done as follows:

- (1) Remove locating screw A; (2) slacken locknut B; (3) put screwdriver in top of stem C;

(4) holding screwdriver *stationery* turn knurled cap D clockwise (viewed from above) an integral number of turns - that is 1,2,3 etc. - so that the locking groove, into which A locates, is realigned with A's hole in the body.

It may well be that the first operation proves impossible without first removing the whole tap, from the car. But we would still recommend following the above as the latter is not forced to move in the body when tight.

The alternative is removal of the tap. Our first thought was to join the two pipe unions, which go on to the bottom and side of the tap, with a normal pipe union. Foiled! They're not normal (BSP) fittings and frankly we don't know what they are!

But a local dealer said, "Why not use the rubber type sleeve connection as used on your actual TR-6 etc." This rubber hose comes in 10-inch lengths and we believe is really meant for 1/2-inch OD metal tubing, when you can push it a couple of inches onto each of the two pipes to be joined. The petrol pipe on your TR-3 is 5/16" OD and we were hard pushed to get the rubber on as much as an inch - but that is plenty to get a good seal.

The original set-up between the tap and filter bowl was a piece of PVC tube sleeved over a metal pipe at each end. (It's inadvisable to use PVC hose for flexible petrol pipe unless it's a long piece so that the movement per unit length is small, because the leeching effect of the petrol makes the PVC go hard and then the movement cracks it). We removed the tap from the inlet pipe, filed one side of the brass ferrule away so we could get it off the inlet pipe, then removed the nut (The brass ferrule is the ring which is compressed by the nut to make the seal between the pipe and the tap body). We then shaped the inlet pipe to run up the chassis strut which goes to the top of the front suspension. (This is the strut on which the tap was mounted by means of a bracket with an open end slot. We then bent this bracket into a position where the pipe lay between the two fingers framing the brass ended nut, so that one finger was above and the other below the pipe. Then we bent the finger over to grip the pipe; this makes for a very firm anchorage for the fixed pipe.

Clean the ends of the metal pipes with emery to get them up both ways from the end. The pipe should be as smooth and fit-tight as possible. Use the ends of both the metal and rubber pipes with benzene and then as quickly as possible force the rubber over the metal as far as you can (benzene is better than petrol for this sort of job because it has more lubricity and evaporates more slowly). Connect the other end in the same manner et voila - c'est fini!

