

NEWSLETTER

VOLUME X ISSUE 1

SEPTEMBER 1987

A LOCAL CHAPTER OF V.T.R./T.S.O.A.

Editors: Ricci & Marice Ballesteros (913) 384-6146

Director: T.R. Wilson (916) 796-9104

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CALENDAR OF EVENTS

OCTOBER 4 (SUNDAY) - OPTIONAL  
Lawrence Car Show  
Douglas Cty. 4H Fairgrounds  
Lawrence, Kansas  
(Details Inside)

OCTOBER 11 (SUNDAY) - CLUB  
Tour to Weston, MO.  
Details Inside

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CALENDAR OF EVENTS CONT.

NOVEMBER 14 (SATURDAY) - CLUB  
Year End Banquet  
Rodeway Inn  
I-435 & Metcalf  
Overland Park, KS.  
(Details Inside)

DIRECTOR'S NOTES

The leaves have begun to turn, and cooler weather is around the corner - perfect time for a top down drive in the Triumph!

The tardiness of the September newsletter was caused by the All British Car Meet. It was a great meet - lots of cars and lots of Triumphs. It's great to see some old friends and make new ones. The turnout was especially enlightening for me because of an incident that happened the previous day.

After lunch, while working with an employee, he mentioned he had made a trip to a local salvage yard during lunch. He'd seen a Triumph - same model and color as mine, sitting on the back of a truck. Needing a fender, I reheated my waiting lunch, gulped it and drove on to the salvage yard. Upon arriving I was greeted by your typical

## DIRECTOR'S NOTES CONT.

domestic auto salvage yard employee. "Triumph?" he responded when asked of its whereabouts. "You mean a little blue car like you're drivin'?" "Crusher", was his only response as he motioned to an area behind him filled with flattened cars. I didn't look back as I drove off. I know it happens every day, but it just left me a little numb. And while we can't save all Triumphs (some are just too far gone), we can work together to preserve the cars we have for our own enjoyment and the enjoyment of others.

In closing I would like to extend a special welcome to the new members who joined at the All British Meet. I look forward to getting to know each of you and hope to see you in October!

T.R. Wilson

## EDITOR'S NOTES

I know..., I know..., We are late with the newsletter, but we have a few darn good excuses.

For beginners, Marice & I suddenly stopped being D.I.N.K.'s (double income, no kids), about a month ago when my 16 year old son Ricci Jr. moved up from South America to live with us, without a driver's license. Know what I mean Vern?...

Second, Marice and I are not really masochists, we just act like we are. Did we buy this kid a nice American car that doesn't break down? You got to be kidding. We bought him a 1969 Austin America that does not run, (I'm working on it, I'm working on it), and the kid says he is not going to take the driver's test

until his car is running. Talk about pressure tactics...

And last but not least, Marice and I were members of the 6th Annual All British Car and Cycle Meet committee held this past Labor Day weekend, with great success I might add, and that took up a lot of our time during the last few weeks.

Many of you will recall that in one of our last newsletters we made a plea to our membership and asked them to participate in club activities. This plea prompted a response from Irv Korey (a.k.a. Elwood Manteno), Editor of Snir Braaaapp, the Illinois Sports Owners Assoc. Newsletter, which we are reproducing in this issue for your general consumption.

We thank him for his nice letter, and we are sorry we could not make it to Atlanta this year due to our multiple obligations. Maybe next year...

We should mention that we still need all the help we can get from the Triumph people in the way of tech. tips, letters, and views.

Ricci Ballesteros

## PAST EVENTS

Since we last published this newsletter, four major yearly events in the life of our club have taken place:

On July 18 some 20 club members and their families enjoyed a great afternoon of sun, wind, sailing, eating, and TR gossip at Shawnee Mission Park, and some stayed for a Chorus Line at Theater in the Park. Thanks to those of you who came, for the delicious and abundant food, and for your assistance in labeling the registrations for the All British Meet.

PAST EVENTS CONT.

On August 9 we held our annual Tr Swim Party at the home of Rick & Ruth Torres in Four Colonies. Thanks to Rick & Ruth for obtaining the pool and opening their house to us, and thanks to those of you who found it worthwhile to come and visit with us.

On August 23 a "strong" contingent of 19 members of the club and their families took a leisurely drive to Excelsior Springs and joined us for brunch at the historic Elms Hotel. After stuffing ourselves with some very good food we toured their grounds and superb bathing facilities fed from natural springs.

On September 5 & 6 we all had the opportunity to participate in what had to be the highlight of our driving season, the Kansas City All British Meet. great turnout, very good swap meet, great parties and excellent weather. Thanks to Leo & Candice Long of Victoria British for a wonderful cocktail party and to the All British for putting on a good show.

Congratulations are in order to Gary Davis, Past Director of the K.C. Triumphs and Chairman of this years All British Meet for a job well done. We all agree that things went smooth, and he even held the rain off until 5:00 P.M.

Also congratulations go to the following club members who obtained awards at the meet:

TR 2/3

- 1st Place Lynn & Susan Metzger
- 2nd Place Carol Guantone
- 3rd Place Paul McBride

TR 4/250

- 1st Place Larry & Linda Birks
- 2nd Place Chuck & Robyn Cobb

TR 6

- 1st Place Bob & Marilyn McBean
- 2nd Place Paul & Martha Gibbons
- 3rd Place Richard Taylor

Spitfire/GT6

- 1st Place Bradley Brown
- 2nd Place Paul Gibbons
- 3rd Place Ricci Ballesteros

The meet didn't seem the same without Herb & Wanda Moore, but they couldn't be with us due to Wanda's recent illness. We hope she is doing well, and that we will see them soon.

On September 12 & 13 St. Louis held their 6th Annual All British Car Meet. Unlike other years, the contingent of Triumphs from Kansas City was very low, but those who went indicate they had a great time, as usual. Congratulations to Rick Torres for his 2nd Place in the TR 3 category, and to Ted & Mariann Honing for their 2nd Place in the TR 6 category.

COMING EVENTS

\*\*October 4, 1987 (11:00 A.M.)\*\*  
Lawrence Car Show  
4H Fairgrounds  
Lawrence, Kansas

This year's featured marque at the Lawrence Car show is the MG. If you want to participate in this show, we will be meeting at Shoney's restaurant, next to Ramada Inn (Alt 69 Hwy. & 87th St., Overland Park) and will be departing at 9:30 A.M. sharp. There is no registration fee, but donations are welcomed. A note of caution to those of you who plan to go: We have been asked not to move our cars or start to leave until the awards ceremony is completed. It is disrupting, it creates confusion, and its plain bad manners.

**\*\*October 10, 1987\*\***  
Memphis All British Car Show  
Memphis, TN.

Several people have indicated they plan to attend this show, or have an interest in going. If you are one of those people and would like to go, please contact Ted Honig at (816) 361-9032.

**\*\*October 11, 1987\*\***  
Tour to Weston, Mo. & Club Picnic

This event closes our 1987 driving season, we therefore encourage all of you to participate even if your TR is not running or you need the station wagon to haul the whole family.

We will meet in the Union Station parking lot at 10:00 A.M. and depart for Weston at 10:30. We plan to visit the McCormick Distillery and are trying to make arrangements to tour a local winery. Bring your picnic and refreshments, and join us for a fun TR day.

**\*\*November 14, 1987\*\***  
Triumph Club Year End Banquet  
Rodeway Inn  
I435 & Metcalf  
Overland Park, KS.

This is the last planned activity for the TR Club this year, and probably the one that draws the largest number of participants. If you could not make it to any of our other events, please come to this one. You will have an opportunity to listen to all our stories, look at all the pictures, and share some of the joys and frustration of owning and driving a TR.

There will be a "Cash Bar" cocktail and B.S. hour from 7:00 to 8:00 P.M., after which we will have a sitdown dinner. The cost

for dinner is \$12.50 per person (inc. gratuity & tax). The menu is:

- Medley of Fruit
- Tossed Green Salad w/ House Dressing
- Roast Sliced Sirloin of Beef w/ Sauce Espanol, Green Beans Almondine & Twice Baked Potatoes
- Brownie a la Mode
- Rolls, Butter, Coffee, Tea, Water, etc.

As part of the entertainment we will have some old racing movies (British Cars), some trivia questions, the usual "boring" speeches, and some incredible TR tales.

Reservations must be made and checks received by Nov. the 10th at the latest.

Please mail your checks to:  
Marilyn & Bob McBean  
8221 W. 101st St.  
Overland Park, Ks. 66212  
(913) 341-4124

#### CARS FOR SALE

1978 TR 7; Sun Roof; 5 Speed; 100,000 miles; A/C; New Front Tires; AM/FM Stereo Cassette; Yellow w/ Black Top; \$1,500 O.B.O. Please contact Jim or Paul McElliott, Peculiar, Mo. (816) 758-6905.

1974 TR 6, Excellent Condition; Most New Parts; New Motor; New Paint; etc. \$5,500 O.B.O. Please contact Paul Yonally (913) 631-6647

#### **\*\*DUES ARE DUES\*\***

Your dues for membership in the K.C. Triumph Club for the year of 1988 are due by October 31, 1987. Please mail the enclosed form together with your check to Marilyn Mcbean  
8221 W. 101st St.  
Overland Park, KS. 66212

REMEMBER, NO DUES, NO NEWS

ROSTER CHANGES - ADDITIONS

We welcome our new members:

Randolph, Richard L. & Neda  
286 Terrace Trail West  
Lake Quivira, KS 66016  
(913) 631-7390  
1963 TR 4A  
1964 Herald

Holland, Russel & Judy  
Rt. 1 Box 565  
Holt, MO. 64048  
(816) 264-3272  
1954 TR2  
1955 TR2

Hartman, David  
8524 Oxford  
Raytown, MO. 64138  
(816) 358-3590  
1962 TR 3B

Bogel, Grant & Karen  
4909 W. 69th St.  
Prairie Village, KS. 66208  
(913) 722-6750  
1961 TR3A Comm. # TS 74648 L

Ream, Michael  
5436 Virginia  
Kansas City, MO. 64110  
(816) 444-2469  
1964 TR4  
1977 TR7  
1966 TR4A

Smith, Ken & Denise  
8824 W. 83rd  
Overland Park, KS. 66204  
(913) 381-4381  
1959 TR3 Comm. #TS 38111 L

Gershon, Herbert & Gloria  
305 W. 112 St.  
Kansas City, MO. 64114  
(816) 942-9391  
1971 TR6 Comm. #65685CC

Day, Scott & Barbara  
6104 N.W. 57th Terr.  
Kansas City, MO. 64151  
1975 Spitfire Comm #FM 33206

Address Changes & Corrections:

Purucker, Ann  
7346 Roe Circle  
Prairie Village, KS. 66208  
(913) 677-2600  
1959 TR3

George, Al & Deanna  
11509 Foster  
Overland Park, KS. 66210  
(913) 451-5933

Eble, Douglas & Glenda  
140 S. 58th Terr.  
Kansas City, KS. 66030  
(913) 287-1615  
1978 Spitfire Comm. #7100

Panther, Joe  
(913) 649-3786

Cochran, John & Marlene  
107 E. Warren St.  
Gardner, KS. 66030  
(913) 884-6772  
1960 TR3A Comm. #TS 64733 L

Dear Ricci & Marice,

Thank you for the kind mention in your last newsletter. It has always been an ISOA tradition not to take ourselves too seriously. If you were at the banquet at last year's North American Triumph Challenge (also known as the VTR National Convention), you would know what I mean.

For your information, if you are interested, (and even if you're not) the Manteno Brothers took our name from a State of Illinois mental hospital located in (ta-da!) Manteno, Il. (somehow you don't seem surprised).

I don't know much about the geography of Kansas (I have enough problems with Illinois), but if Wichita is anywhere near you, I suggest you contact Sandy & Ron Pinaire, 1129 Valleyview, Wichita, 67212 (I didn't need to put the state in, did I?). Ron was a very active member of our club until the closing down of his employer forced him to move. He was originally from Kansas so the moved worked out for him. In addition to being an active member, he is an all around good guy and if he is not a member and lives close enough, he would be a significant asset to your group.

If you are planning to attend NATC/VTR, please let me know or look for me in Atlanta. I always enjoy meeting people I exchange newsletters with. I do enjoy reading yours and I do have a comment on something else you included in your last newsletter.

No matter what you do, there are certain members of your club that you will never meet, let alone get them to attend an event. I sometimes wonder why people join a club (at least in our club they get to read our fine newsletter) and never come out to a meeting or event. Then next year, they never rejoin and you wonder what happened after their dues expire and you scratch them from the mailing list. You should not let this disturb you, as it is an international problem. I am a member of the TR Drivers' Club, based in England. It is a national club with over 2000 members, yet they also have disappointing participation. I wrote to their newsletter editor and told him what I am about to tell you, after he made a similar appeal for participation from their members (even I have been to 1 of their events).

If you are having fun and so are the other 20-25 who are coming out, don't concern yourselves about the other ones. If those people want to know why you have so much fun with your friends and their cars, let them come out and participate. Let them show up and meet the people they have been reading about in your newsletter. You should write your newsletter for the people who participate for they are the people who truly appreciate your efforts. Don't give the phantoms a second thought. Ever since I adopted that philosophy, it hasn't bothered me that so many people are just names on a mailing list. And when we do get a big turnout, like we did in Pittsburgh last year (19 Triumphs and 3 real cars from our club), it's a bonus.

I hope this didn't get too preachy at the end, it's just that after 13 years in ISOA, I've seen hundreds of people come and go. Just make sure you enjoy yourselves and your friends and cars, those other people are too stupid to realize what they are missing. Hope to see you in Atlanta.

Sincerely,

*Jim Kory*  
(Elwood)

# Dave Barry

Notes on Western Civilization

## Take your family away—and leave them there

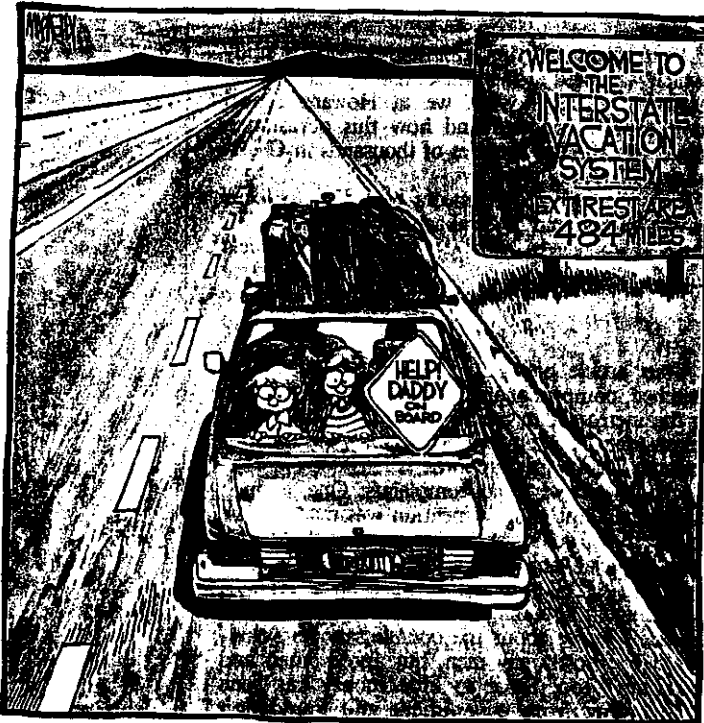
**I**f your family is looking for "something different" to do this year on your summer vacation, have I got an idea for you: Why not take a long car trip? My own personal family has done this a number of times, and, believe me, nothing quite compares with the experience of driving a long way in a car with your loved ones, except maybe the experience of having the dental hygienist poke the cleaning instrument through the roof of your mouth. Sound like fun? Then let's start planning that long car trip!

**WHERE TO GO:** Travel experts agree that the best place for a long family car trip is on the interstate highway system. There's always plenty to see and do on an interstate! For example, you can read the signs that tell you interesting facts about the area you're traveling through, such as WACO 673 MILES. Sometimes you'll pass this sign, then you'll drive for three more hours, then you'll pass another sign that says: WACO STILL 673 MILES HA HA. That's one of the fascinating characteristics of the interstate highway system: It expands in warm weather.

This is why it's very important to keep moving. Travel experts recommend that to get the full benefit of an interstate vacation, a typical family of four should drive at least 1,400 miles per day. So it's a good safety idea to divide up the driving chores, with Dad starting out in the driver's seat and Mom periodically making sincere offers to take over until, many hours later, she realizes that the only conceivable way Dad will permit her to take the wheel is if she kills him with a tire iron. Even that probably wouldn't work. Dad would probably continue to grip the wheel, using rigor mortis to shake his head at Mom and thus convey the message: "No, thanks, I'm fine." Because Dad knows that Mom does not have the toughness a person needs for interstate vacation driving. She is too easily talked into stopping for things like food, sleep, the Grand Canyon, etc.

Not Dad. Dad realizes that the whole point of an interstate vacation is to keep moving, and he sees no reason why the family can't eat in the car and relieve themselves in empty bottles, the way the pioneers did. "If we stop every single time somebody gets hungry or tired or requires emergency medical attention for a burst appendix, we'll never get anywhere!" is Dad's interstate driving motto, although he doesn't say it out loud.

Dad doesn't talk at all: He just stares straight ahead. Nobody knows what he is thinking. What he is thinking is: "Thirteen thousand three hundred and twenty-three." This is the number of



times that little Jessica, sitting directly behind him, has kicked the back of his seat. To pass the time, Dad thinks about what he might do to little Jessica when she reaches 25,000 kicks. It is probably a good thing that Dad's hands have become permanently cramped around the steering wheel.

**B**ut there's still plenty for Mom to do on a long car trip. She can try to find something on the radio besides Soybeans on Parade; she can chew Valium pills as if they were Tic-Tac breath mints; and of course she can think up fun travel activities.

### THREE FUN TRAVEL ACTIVITIES:

1. "Odd and Even"—One child is designated as "odd" and the other child as "even." Each time a car or truck goes by, the children look at its license plate and add up the digits. They do this for one and a half minutes, then one of them spits a wad of partially chewed barbecue potato chips into the other one's hair. Then they pound each other and shriek until a little chunk of steering wheel actually breaks off in Dad's hand.

2. "Trans-Kansas Pie Eat"—When you get to one end of Kansas, you open up a box of Stuckey's miniature pecan pies, then you see how many of them you can eat before you get to the other end of Kansas, a distance of 370,000 miles. The record is 11 pies, set in 1974 by my wife, Beth.

3. "Highway Avenger"—Have the kids keep a sharp eye peeled for a car with one of those bumper stickers that say: SHOW DOGS: DO NOT TAILGATE, then have Dad release his pent-up hostility by coming up behind this car and gently tapping it with his front bumper for several hundred miles or until the police shoot out Dad's tires and take him, still clinging to a jagged sector of the steering wheel, off to jail. This would also be a good time to stop for the night.

## GRAND TOURING

### Reliving past Triumphs.

BY WILLIAM JEANES

Jackson, Mississippi—I reined in my Dodge Dakota pickup at a traffic light the other day, and before I could say, "Déjà vu," a pale blue TR3 stopped just beneath the left window, its driver treating himself to a well-executed throttle blip. A lovely blonde sat in the car's passenger seat.

From the truck, I looked down, not into an aging sports car, but into my past.

In 1962, when the navy wasn't busy sending me somewhere on my ship, I and three fellow officers lived a marvelously good life at Virginia Beach, with some fine women and some terrific cars.

At that time, one of the few perks you had as a naval officer, beyond no-charge

ugly eyeglasses if you needed them, was the opportunity to buy nifty cars overseas at duty-free prices. As a result, the streets of Norfolk, Virginia, and environs teemed with sports cars and Volkswagens.

One officer on our ship even bought a Renault Caravelle and was promptly transferred to Cuba—as if he didn't have enough trouble as it was. My friend Phil Thibedeau bought an Alfa Giulietta Spider and also was sent to Cuba, evidence that the navy really didn't persecute only Renault Caravelle owners.

My TR3 came into this country under the aegis of an officer from another ship. His fiancée shared a house with my then girlfriend of record, a lovely teacher of French from Washington, North Carolina, named Carol.

Carol told me about the TR3's availability, and that it sat in the garage under her house at that very minute. I walked the half-mile down the beach to look at the car, knowing even as I trod the hard wet sand that I was going to do something stupid, like buy a sports car in the middle of the winter.

The TR3 sat across the inside end of the garage, covered with an MG Mitten. The upholstery was that pale, corpse-gray color that both MG and Triumph were fond of fobbing off on purchasers of that day. My first sports car, an MGA, had been similarly upholstered. There, however, the resemblance ceased.

Whereas the MGA had been a gentle sort of car, the TR3 rumbled and pulled like the tractor descendant it was. With its low-cut door sills and tall seat bottoms, you felt every bit as exposed as if you were on a tractor.

And, God, the car was absolutely perfect. Not a scratch marred the powder blue finish. The gray leather seats looked as if they had yet to accommodate their first passengers, and the odometer showed only 3500 miles, as I recall. On top of all that, the car was cheap.

At \$1150, it seemed

was white and had wire wheels. My blue one had steel wheels, the car's sole disadvantage in my eyes. Metes and I, who also shared a stateroom on our ship, must have logged 5000 miles in the two Triumphs, on sorties into New England, to New York, and to visit friends in Chapel Hill, North Carolina.

On one of the trips to Chapel Hill, as we neared Danville, Virginia, George's TR3 shed a fanbelt. It was Sunday, always a desperate time for sports car owners, but salvation (in the form of a filling station that looked as if it had been there since the invention of gasoline) squatted a half-mile away.

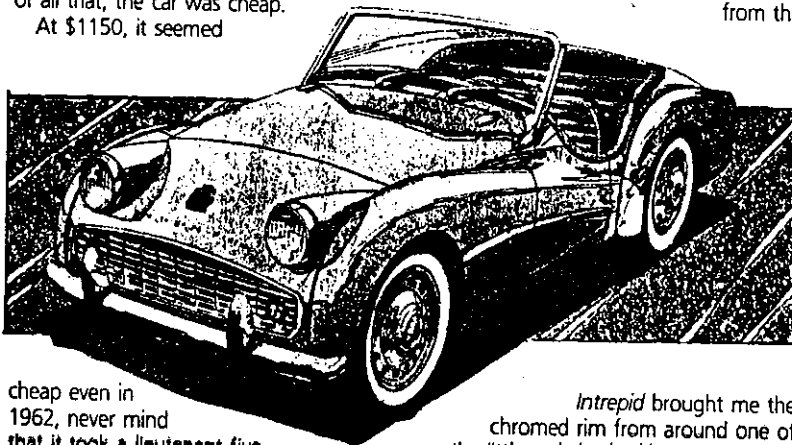
Everyone who has ever owned a sports car knows the conversation that ensued with the station's operator. After making the inevitable jokes about funny little cars, the overalled owner turned us loose in the building's dirt basement, a dank cavern whose original purpose we didn't want to think about. Whatever the original purpose of the basement, we found it bulging with belts. Fanbelts, generator belts, water pump belts: belts of all kinds, lengths, and thicknesses.

After a full hour of grubbing through this cornucopia of rubber products, we learned something that no TR3 owner in the world knew: that a generator belt from a 1950 Diamond T truck matched every critical dimension of a 1961 TR3 fanbelt.

We bought every one that he had, which was what sports car people did then. Knowing what to do in a road crisis and keeping an inventory of high-failure TR3 bits simply came with the territory.

The TR3 that had been my second real sports car fetched up against a six-foot tree stump late in the evening of June 6, 1963. It pains me that I was in it when it did that. Sound asleep. For my pains then—and they were considerable—I spent forty days as a guest of Portsmouth Naval Hospital.

One of my shipmates  
from the



cheap even in 1962, never mind that it took a lieutenant five or six months to earn that much after-tax money.

I eased the car out of the garage and drove it a mile down Atlantic Avenue. Maybe even two miles. And then I bought it.

George Metes, one of the occupants of our beach house, also had a TR3. George's

*Intrepid* brought me the chromed rim from around one of the little car's bashed-in pop eyes. Beyond that brief and abbreviated glimpse, I never saw the car again. But I never forgot about it. TR3s are like tattoos; if you've ever had one, it never quite goes away. †

The traffic light changed to green, and the blue TR3 I had been watching in Jack-

son, Mississippi, pulled ahead of me, its age underscored by a trail of blue smoke that indicated ring wear. I followed it for two blocks and then returned, reluctantly, to 1987 and my air-conditioned pickup.



FOR FORMER MEMBERS ONLY

PLEASE FILL OUT AND RETURN WITH YOUR YEARLY DUES - \$12.00

KANSAS CITY TRIUMPHS

MEMBERSHIP RENEWAL

DATE \_\_\_\_\_

DUES \_\_\_\_\_  
Amount submitted

NAME \_\_\_\_\_ SPOUSE'S NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_  
Street City Zip Code

PHONE \_\_\_\_\_  
Area Code

MAKE ALL CHECKS PAYABLE TO: KANSAS CITY TRIUMPHS

MAIL TO: KANSAS CITY TRIUMPHS  
8221 West 101 Street  
Overland Park, KS 66212

SEPT. 1987  
VOLUME X ISSUE 1



NEWSLETTER



8221 W. 101st St. \* Overland Park, Kansas 66212



PAUL MCBRIDE  
3240 NORTH 66TH  
KANSAS CITY KS. 66104



## NEWSLETTER

VOLUME X ISSUE 2

NOVEMBER 1987

A LOCAL CHAPTER OF V.T.R./T.S.O.A.

Editors: Ricci & Marice Ballesteros (913) 384-6146

Director: T.R. Wilson (916) 796-9104

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### CALENDAR OF EVENTS

NOVEMBER 14 (SATURDAY) CLUB  
YEAR END BANQUET  
Rodeway Inn  
I-435 & Metcalf  
Overland Park, KS.  
(Details Inside)

### DIRECTOR'S NOTES

The leaves are coming down -  
The tops are going up. The  
days are growing shorter, the  
morning air has a certain  
snap. Another year is moving  
to a close.

With the last driving event of  
the year just complete, we  
look toward the Annual  
Banquet. I'd like to thank  
everyone who has helped make  
our year a success. Thank you  
to our Board: Ted Honing for  
assisting in planning and  
heading the phone committee,  
Bob and Marilyn McBean for  
helping with the newsletter  
and taking care of our monies,  
Ricci and Marice Ballesteros  
for compiling and editing our  
newsletter. A special thanks  
to those of you who opened up  
your home or businesses for  
our use.

I hope many of you are  
planning to attend the dinner  
in November. It's a good time  
to look back on the past year,  
and to plan for the future.

P.S. Get those dues in now...

T.R. Wilson

## EDITOR'S NOTES

For the past two nights I have sat staring at this blank piece of paper and trying to come up with something intelligent to write about. I even tried to think of something funny that I could write about, but to no avail.

Certain events of the past few weeks are not conducive to humor and are depressing to say the least.

For beginners, the falling leaves and colder weather are an ominous indicator that a new winter is around the corner, that cars will have to be stored, and that it will be several months until we all see each other again.

Second, the clutch master cylinder and clutch on the old "Spit" have finally reached the point of extinction, and will necessitate a major (what's new) influx of \$\$ this winter to be brought up to par.

Thirdly, due to some scheduling conflicts and our multiple obligations we have not been able to attend a single car club event in the last month, and that really hurts.

And last, but not least, the recent crash of the stock market will have some very serious repercussions in business, employment, and other facets of our daily lives, that may affect one or more people that we know on a personal basis for some time to come. What does his have to do with British Automobiles? to run and keep them running?...

The Ed., Ricci

## PAST EVENTS

Because Marice and I have not been able to attend some of the past events, we are providing you with details of these, thanks to the generous contributions of some of our club members.

LAWRENCE CAR SHOW (Oct. 4, 1987)  
Contribution by: Paul McBride

The tour to Lawrence began wiat a 9 A.M. breakfast at Shoney's Restaurant. In attendance were Rick Torres, Ted Honig, Larry Mokofsky, Leo Long, Phil Collins, yours truly, and hoards of MG people. The parking lot looked like a British Car Show except for a very red Ferrari (Leo's new toy). I told him that he had done a rather remarkable job of Spitfire restoration!

Driving to Lawrence was delightful but uneventful with Triumphs arriving long before MGs (naturally). Lynn Metzger and 2 GT6's (?) joined us there for a respectable Triumph showing. Gary Davis even pulled in and parked "a la carte" later in the day. There was of course plenty of "Detroit Iron" in array to stimulate old memories.

I'm afraid I broke all rules and left early, only to discover that I had won some sort of distance award (shamed, red-faced). Reminds me of a story about a jazz musicians' dog, which I will be happy to relate after the requisite number of drinks at the upcoming club banquet. Put a Triumph in your day.

Paul McBride

## PAST EVENTS CONT.

### THE ALL BRITISH CARFEST

(Oct. 10, 198)

Mud Island

Memphis, TN.

Contribution By: Ted Honig

After a wonderful trip to Memphis in October of 1986 for the All British Carfest, Mariann and I decided we had to go again this year, so on Friday, Oct. 9th, we left K.C. at 7:30 A.M. in our TR-6 headed for Memphis, about 500 miles away. We decided to go down in one day and to go South to Springfield and then across the Arkansas Ozarks to Memphis. Then on the return trip we would come back I-55 from Memphis to St. Louis and I-70 home.

The car ran great all the way, and except for the trucks on the two lane roads and the many small town slow-downs, it was a nice drive. Altogether it took about twelve hours and we arrived in Memphis just after dark. The only problems were a rock-broken headlight easily fixed at a gas station, an engine compartment full of what appeared to be sawdust, which I will never figure out, and a loose starter wire which worried me good until a friendly All British fellow fixed it.

When we left K.C. the car looked great, but when we reached Memphis it was a disaster what with sawdust and other road crud all over it, so I spent all evening in the Memphis Sheraton enclosed garage washing, scrubbing, Armoralling, and detailing it for the show. There was a cocktail party and registration going on upstairs, but I had to do the car. Registration was \$15 in advance, \$20 at the show. Mariann brought a carryout tray of food from the

dining room to the garage, and we ate while we worked.

At nine o'clock Saturday, after breakfast in the hotel, we drove to the site of the show, Mud Island. That's the unlikely name for an island in the Mississippi off downtown Memphis, which is a lovely city park with an amphitheater, several restaurants, shops and a wonderful view of the city and the river.

The show was open from ten A.M. until four P.M. It was sunny and 80 degrees, but in case of rain it could be held in the Sheraton garage, a nice back - up.

The Judging was unique to me. Between 2 P.M. & 3 P.M. all cars, by class, drove through a judging booth with about ten club members judging every detail on a score sheet.

At four P.M. the show was over, but not entirely. There was a drawing for a completely restored MGB with a ticket \$1.00 or 6 for \$5.00. Local shops contributed time and talent to do the car, and the proceeds, about \$12,500 were donated to a local childrens hospital, which brought much good publicity to the All British Club on TV news reports.

No more club activity until 7 P.M. when everyone met in the Grand Ballroom of the Sheraton for very nice hors d'oeuvres (free, and enough to call it dinner) and a cash bar. This get-to-gether was to give out many really nice door prizes and award the winning cars. The awards were: 1st place, an engraved silver brandy snifter; 2nd place, a wooden plaque; and 3rd place a different plaque, all very nice! Best of Show award was a silver loving cup.

## MEMPHIS ALL BRITISH SHOW CONT.

Sunday morning we left Memphis for St. Louis and some beautiful fall foliage along the way as well as cotton fields!

If we go again in 1988, and I'm sure we will, we'll go through St. Louis both ways, as it's a better all-around drive and faster.

I hope we can get a group together for Memphis, 1988. It has been a wonderful experience two years in a row!

Ted Honig

## TRIP TO WESTON MO.

(Oct. 11, 1987)

Contribution by: T.R: Wilson

The weekend started out cool and rainy, but Sunday A.M. six cars met at Union Station under sunny skies for a leisurely drive. We motored the back roads of Platte County rather slowly... Beverly Pitts had no top, Jim Brady was concerned about his front suspension and had his side curtains off; so we got to see the shades of fall along the way.

We went through Weston looking for a picnic place... Finally found the city park one block from where we had looked - No Facilities!!

It was a little cool, but we pulled tables into the sun and enjoyed. A big Thank You to Beverly Pitts who treated us to his wife's favorite wine from the Pirtle Winery in Weston (Thank you, too, Mr. Pitts.) That helped warm us up! The winery even loaned the glasses for us to drink with.

## TRIP TO WESTON CONT.

We also enjoyed a boy and his dog. He was walking a Sharpei - you know the Chinese dog with all the folds of skin... He really knew a lot about Sharpei's.

On to the McCormick Distillery. It was interesting to see how their product is made. Even more interesting is that we met up with Paul McBride here...Hmmm... Interesting...

Our little group went back into town to tour the Pirtle Vineyards. We were treated to samples of their wine... All made from Missouri produce in accord with state law. They do produce some good wine!! It turned out to be a gorgeous day and several of the group stayed on to see more of Weston, while others drove back to town. A really relaxing Sunday drive for our last tour of the year.

T.R. Wilson

## COMING EVENTS

**\*\*November 14, 1987\*\***

TRIUMPH CLUB YEAR END BANQUET  
Rodeway Inn  
I435 & Metcalf  
Overland Park, KS.

As we told you in the last newsletter, this is the last planned activity for the TR Club for this year, and probably one of the best. You will have an opportunity to listen to all our stories, look at all the pictures, and share some of the joys and frustrations of owning and driving a TR.

There will be a "Cash Bar" cocktail and B.S. hour from 7:00 to 8:00 P.M., after which we will have a sitdown dinner. The cost for dinner is \$12.50 per person.

## TRIUMPH CLUB BANQUET CONT.

This cost includes gratuity & tax. The menu is:

- Medley of Fruit
- Tossed Green Salad with House Dressing
- Roast Sliced Sirloin of Beef with Sauce Espanol, Green Beans Almondine & Twice Baked Potatoe
- Brownie a la Mode
- Rolls, Butter, Coffee, Tea, Water, etc.

As part of the entertainment we will have some old racing movies (British Cars), some trivia questions, The usual "boring" speeches, and some incredible TR tales.

We urge you to make your reservations and mail your checks in to Marilyn McBean at your earliest convenience. Our deadline to provide the hotel with a final count is November 10.

Send to:  
Marilyn or Bob McBean  
8221 W. 101st St.  
Overland Park, KS. 66212  
(913) 341-4124

## CARS FOR SALE

Want to sell a British Car? A Johnson County used auto dealer will gladly take your car on consignment. Car must be clean, running, paperwork in order (title need not be clear), and price must be realistic. For additional details call Ricci Ballesteros (913) 384-6146

1974 TR 6, Excellent Condition; Most New Parts; New Motor; New Paint; etc. \$5,500 O.B.O. Please contact Paul Yonally (913) 631-6647

1963 Spitfire MKI, Comm. No. 576, Runs Good, Very Restorable, No title. Price \$500 Firm. Contact Ted Flagg, (316) 231-8468 or 231-7000 Ext. 4187, Pittsburg, Ks.

Note: If you have not sold your car since the last add appeared, please let us know so we may reprint it.

## DUES ARE DUE

We would like to remind you once again that dues for 1988 are now due. Please mail you check to Marilyn McBean, or bring it with you to the party with the form we enclosed in our last newsletter.

**Remember, No Dues, No News.**

## Address Changes & Corrections

Pat & Cynthia Moorman  
18955 Antioch  
Bucyrus, KS. 66013

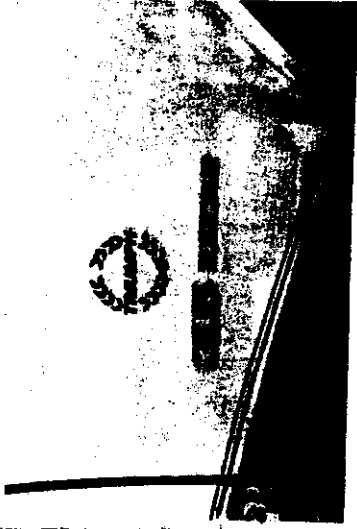
Scott & Barbar Day  
6104 N.W. 51st. Terr.  
Kansas City, MO. 64151

Note: We will be publishing a new roster with the January issue of our newsletter. Please advise Marilyn McBean by the end of December if your address and phone change.

## TO HERB AND WANDA MOORE

We missed you at the All British Meet. We hope Wanda is doing better, and that both of you will be able to make it to the banquet.

Should this not be possible, the K.C. TR Club wants to wish Wanda a rapid recovery, and both of you a happy holiday season.



# TR8: Triumph's Blaze of Glory

There are some who have called it the British Corvette. Others have said it's the Sunbeam Tiger of the '80s. But no matter what you call it, one thing is certain: Triumph went out with a bang and not a whimper on Monday, October 5, 1981, when the last TR model—a V8-powered TR8 rolled off the assembly line at Solihull, England.

The TR8 was everything the TR7 never was. It was brutally fast, going from 0-60 in just 8.4 seconds; there were no overheating or electrical problems, and it was a thoroughly civilized sports car—leak proof, well built and easy to drive.

Those not familiar with the TR story might be inclined to think that Triumph dumped the V8 into the TR7 as a last ditch attempt to ward off extinction. Not so. The TR8 was planned as a separate model right from the start of TR7 development in 1969.

Proof that a V8 model of the TR7 was always in the works can be found in William Kimberley's excellent book, *The Complete Guide to the TR7 and TR8*. There is a photo in Kimberley's book showing a prototype TR7 fitted with a Rover V8 undergoing testing in 1973,

*By Richard Truett*

two full years before the TR7 was unveiled. And history might have been written just a bit differently had a six-month strike not crippled TR development from October 1977 to March 1978.

The strike delayed introduction of the convertible for a year, caused Triumph to virtually cancel a 16-valve version of the TR7 (it would have been called the Sprint), and slowed development of the TR8.

The first few TR8s that trickled into the U.S. came in late 1978. They were all coupes, most fitted with automatic transmissions. In 1978 and 1979, 202 TR8 coupes were given to dealers for field testing. Then in May of 1980, the TR8 finally made its official debut. That year, 1,870 convertibles were sold, along with 158 hardtops.

The heart of the TR8 is the Rover 215 cubic inch aluminum V8 once owned by GM. Developing 133 horsepower and fed by a pair of Zenith-Stromberg carbure-

tors, this engine can easily pull the 2,600 pound car to speeds well over twice the national speed limit. The 1980 TR8s, as well as the few 1981s, were available with either a Rover SD1 five-speed gearbox or a Borg-Warner three-speed automatic. The rarest of the TR8s were the 1981 models. Only 81 were built, 78 of which came to the U.S. All had Lucas fuel injection and horsepower for these jumped to 155. It should be noted that California TR8s came with fuel-injected engines for both years. While all TR8s came with power-assisted rack and pinion steering and were completely different under the hood, there was very little difference in appearance from the TR7.

Because the two cars looked so much alike, sales may have suffered. By 1980, the TR7 reputation was well beyond repair. Many TR7 owners were dissatisfied with their car's reliability. And because the TR8 boasted a \$13,700 price tag (that included air conditioning, cloth interior and a nice radio), many people may have felt that it was much too much to pay for a car which looked so similar to the TR7.

The TR8 had alloy mag wheels for

1980, the same wheels which came standard on the special edition TR7 Spider and were optional on regular TR7s. Other than the wheels, about the only way to tell the two TRs apart is the badging, and if you really have a sharp eye, you might notice an extra exhaust pipe neatly tucked under the rear bumper. There is a Triumph logo and a 3.5 Litre strobed decal on each fender on the TR8. On the front headlight valance panel, a strobed TR8 decal replaced the laurel wreath Triumph logo that was applied to TR7s. On the trunk, Triumph TR8 was spread across the lid in strobed decals. But one would have to have a sharp eye to notice it wasn't a TR7 when the car zipped by at speed.

In addition to the four extra indicators under the hood, there are other mechanical differences which make the two TRs distinct. Front braking was made stronger on the TR8 via a set of larger pads, and springs all the way around were stiffened and the battery relocated to the trunk.

The 1981 TR8s have a few subtle differences from the 1980 models. Mechanically, in addition to the fuel injection, the fifth gear ratio was changed to allow for better fuel economy and more relaxed cruising. The alloy wheels were replaced with Wolftrace mags; 1981 TR7s could be had with the alloy mags, but came standard with a new set of wheel covers. The strobed decals were done away with everywhere except on the trunk lid.

A chromed 3.5 Litre motif replaced the fender decals and a black badge with the Triumph logo inside replaced the decals on the front headlight panel. On



the inside, the interior locks on the door sills were tidied up a bit, a Triumph logo was added to the center of the steering wheel and a low fuel indicator light was added to the instrument panel. Also, the speedometer gained an extra digit on the extreme left hand side.

The TR8 was the fastest TR ever sold in America—and the rarest. Less than 2,500 were made, and except for a few, all were sold in the U.S. The TR8 was collectible from the moment it was introduced. It is now recognized as a blue chip collectible, and it is easily one of the best

practical investments in the automotive market.

As one might expect, TR8 prices haven't gone down much. Clean, low mileage models are routinely advertised for at or above their original sticker prices, ranging from a low of about \$8,000 to a high of \$20,000. In retrospect, one has to wonder if the TR8 would still be around today had it been introduced on schedule. Instead, it only had 18 months to prove itself, and living in the shadow of the TR7 could not have helped it much. □

**C**ruising with the top down in a TR8 is a wonderful experience. You are tempted not to shift gears when the engine reaches its peak because the obedient whine coming from the turbine smooth aluminum V8, coupled to the rear of the duals out back, is a magical experience in a car like the TR8. The engine is so strong it seems comfortable pulling the car at almost any speed.

It's unfortunate that the TR7 and TR8 look so much alike, because it doesn't get the same looks as a clean TR6 would. Perhaps people just don't expect much from a TR7. But unlike the TR6, the TR8 is a thoroughly modern sports car. Its suspension is soft, the power steering makes the car easy to maneuver, and you don't have to be a football player to operate the clutch.

The only drawback to the TR8 is the soft suspension. A hard application of the brakes while the car is at

speed will cause the front end to nose dive and the rear to seemingly come off the ground. It's almost a dangerous feeling, because there's also much body pitch and roll. But after driving the TR8 for a time, one learns how to tame (or live with) the suspension. A combination of downshifting and braking makes sudden deceleration less traumatic.

One positive aspect of the similarity in looks between the two TRs is that drivers in pseudo sports cars get a jolt when you whiz by. What a sleeper the TR8 is!

In the simplest possible terms, it is nothing less than a tragedy that the Triumph TR8 is not still being built. While the TR7 was a bad idea poorly executed, the TR8 more than made up for it. But if the TR sports car is really gone for good—and it certainly looks that way—then Triumph surely went out in a blaze of glory. The TR8 is that good.



## Our Vanishing Resource

FROM BRITISH CAR & BIKE  
MARCH/APRIL 1987

by Dave Destler

Recently we were in Las Vegas for the 3rd annual Automotive Journalists Association Conference, where we had the pleasure to mingle and chat with those others in our field that rarely get to meet one another.

One of the things that most enjoyed was meeting some of the older ladies and gentlemen who have spent the majority of their lives wrapped up in cars, motorcycles, and other forms of transport that interest us all. Some of these lives extend well back into the wee years of the twentieth century, and a few, even beyond!

Listening to them regale us with a twinkle in their eye with yarns about the old days when they weren't yet quite sure if this new motorized fad would really catch on or fade away, I realized that this was something very, very special. I was fortunate enough to be having the opportunity to speak with these pioneers who were actually there.

They were once young and curious and excited about the new wonders of motorized transport that had just been invented a few years before; they saw the sights and heard the sounds of the New World in its infancy. The tales they can tell us now, from their own experiences and memory, are priceless. They are one of our resources, but, unfortunately, not a renewable one.

In the interest of being realistic I run the risk of seeming morbid, but everyone knows that no one lives forever. And everytime one of our elder enthusiasts leaves this mortal plane, we have lost one more contact with The Way It Was. Sure, there are books and magazines to read that contain volumes of details about the early days; there are even crude films that have captured the actual images for posterity. But there is nothing as enthralling as listening to the first-person account of those inaugural races, perhaps having taken place at a long-ago race track where a shopping mall now stands; of walking into a showroom to see vehicles for sale for the

dozens of hands in subsequent years, ending up as cherished relics in a museum; of riding in mommy and daddy's horseless carriage—the envy of all your friends; or just sitting on the curb near the roadside as a little boy, watching spindly, noisy contraptions going by, daydreaming about the future.

To those of us born too late to see the early predecessors of our beloved cars and motorcycles when they were new, I say, take advantage of this overlap in time you share with the 'old guard'. Ask them what it was like then, where they went for that first ride, which cars or bikes were the ones they and their buddies would doodle in the margins of their schoolwork. They'll be only too pleased to share those memories with you.

A few years from now, you may have to get your answers from a book. But books don't have that twinkle in their eye. □



PAUL MCBRIDE  
3240 NORTH 66TH  
KANSAS CITY KS.  
66104



8221 W. 101st St. \* Overland Park, Kansas 66212



NEWSLETTER



VOLUME X ISSUE 2

NOV. 1987



## NEWSLETTER

VOLUME X ISSUE 3

JANUARY 1988

A LOCAL CHAPTER OF V.T.R./T.S.O.A.

Editors: Ricci & Marice Ballesteros (913) 384-6146

Director: T.R. Wilson (816) 796-9104

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(913) 384-6146

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### CALENDAR OF EVENTS

JANUARY 24, (SUNDAY) - CLUB  
Planning Meeting  
2:30 P.M.  
Maggie Jones Southport Cafe  
5601 W. 95th St. (95th & Nall)  
Overland Park, KS.  
(913) 383-1234  
Details Inside

FEBRUARY 20, (SATURDAY) - CLUB  
Soup & Hors d'oeuvres Potluck  
Party  
Marilyn & Bob McBeans Residence  
8221 W. 101st St.  
Overland Park, KS. 66212  
(913) 341-4124  
Details Inside



### DIRECTOR'S NOTE

1988 is here! Hopefully everyone has recovered from the "Holidays", and is ready to go to work in the New Year. The next scheduled event is a planning meeting on Sunday, January 24th, at Maggie Jones Southport Cafe. (Larry Gaines' Place.) (THIS IS NOT SUPERBOWL SUNDAY!!) Last year's meeting was well attended and good ideas were presented. I hope more of you can schedule your time so that you may attend. We hope to plan the events for the coming year, so your input is important. If you can't attend, but have ideas to share, please feel free to call a board member. 1988 is a special year for the Kansas City Triumph Club as it approaches its 10th Birthday. We'll be planning a special event this fall to help commemorate this milestone.

## DIRECTORS NOTE CONT.

Once again, please mark your calendar and Triumph thru 1988.

Happy Motoring,

T.R. Wilson

## EDITOR'S NOTES

They say all good things must come to an end sooner or later, and maybe there is some truth to that popular proverb...

Marice and I have made the painful decision to resign as editors of this newsletter effective next month. After some long and careful soul searching, we reached the conclusion that our multiple professional obligations and added responsibilities at our church would make it extremely difficult for us to dedicate the time it would take to publish something of quality and worthy of our club.

As of the first of the year I became an International Consultant to three divisions of Dover Industries, Marice took over marketing in addition to her management responsibilities at our own business, and we have both been assigned the responsibility of supervising a 12 month renovation project at our church, in addition to being reelected to the Board of Directors.

(Please take notice that up to this point there is no mention of cars, the two projects in the garage, All British Car meet, Healey Conclave, etc, etc.)

Hey volunteers! If you like to write, are somewhat creative, and want to spread the word on TR's and the news to fellow club members, (and around the world), we need you!

We want to take advantage of this opportunity to thank all of you who assisted us with the newsletter, and contributed with your articles and suggestions. We appreciated it.

I could not sign off without a special thanks to the "Manteno Brothers" for bringing us the humor every month. (Known as the Snir Braaap Newsletter of the Illinois Sports Car Club.) You guys crack me up!

The Editors

## PAST EVENTS

Year End Banquet  
November 14, 1987

As usual our year end banquet was a success, not only because it is the one club activity that draws the most attendance every year, but also because we seem to have luck and be blessed with good food and service each time.

Hats off to the Rodeway Inn Hotel and their staff. There was so much good food it was almost hard to eat it all. And the waitresses were excellent.

We were glad to see all the officers there, all the familiar faces, (except a few we missed), and some new faces too. That was great. It was also good to see Herb and Wanda Moore there, with Wanda feeling much better.

PAST EVENTS CONT.

YEAR END BANQUET CONT.

We would like to thank those who attended, Paul McBride for the Trivia Quiz, Marilyn McBean and Marice Ballesteros for organizing this years party, and of course Ricci for his wonderful vintage car race tapes. We appreciate it!

COMING EVENTS

**\*\*JANUARY 24, 1988 (SUNDAY)\*\***

Planning Meeting  
Maggie Jones South Port Cafe  
95th & Nall  
Overland Park, Ks.  
2:30 P.M.

This will be another January planning meeting. Last years meeting went over very well, gave us many new ideas and activities, and we hope for the same this year. It should be fun. The meeting will be in the bar, and Larry Gaines will be providing the hors d'oeuvres. (Yea, Larry!)

So bring your good ideas, and we'll be there with after Christmas Bells on. (All mouths and ears, Ho, Ho!)

**\*\*FEBRUARY 20, 1988 (SAT.)\*\***

Soup & Hors d'oeuvres Potluck Party  
Bob & Marilyn McBean's Home  
8221 W. 101st  
Overland Park, Ks.  
(913) 341-4124  
6:30 P.M.

This party will kill the post holiday blues, and warm up the long, hard, snowy, cold, frigid winter. (Know what we mean, Vern?) Yes, its time for the: Bring Your Best Soup or Hors d'oeuvre Party.

Thanks to Marilyn & Bob McBean's hospitality, we will be having this cheer us up, (beers up?) party. Call them to tell them which one of your famous recipes you would like to bring by Feb. 13th. (R.S.V.P.) 341-4124

The club will provide the bowls, eating utensils, brownies, ice-cream & soda pop. You provide your soup (hopefully in a crock pot with a ladle), or hors d'oeuvre with the recipe. We will share recipes, and maybe even have a popularity vote.

So be there for a relaxed, fun evening, (Oh, B.Y.O.B.), and chase the winter blues away.

NEW MEMBERS

We welcome our new club members:

Luthy, Richard and Margaret  
3018 W. 87th Terr.  
Leawood, Ks. 66206  
(913) 649-8737

ADDRESS CHANGES & CORRECTIONS

Eble, Douglas W.  
R.R. No.2, Box 328-1  
Louisburg, KS. 66053  
Brady, Jim & Cynthia  
5224 Bluff Dr.  
Parkville, MO. 64152

**NOTE:**

Due to the low amount of membership renewals, we will not be printing the new roster untill the March Newsletter.

**DUES ARE DUE!!!!!!**

We are extremely dissappointed to inform you that we have received dues for only 47 members, and this figure includes new applicants.

We would like to remind you once again to please send your dues in, or bring them with you to the meeting. Your club needs your support!! (Please, Please)



# VINTAGE TRIUMPH REGISTER NATIONAL CONVENTION

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AUGUST 11 - 14 1988 DALLAS, TEXAS

"THE TEXAS TRIUMPH ROUND-UP"

AND

NORTH AMERICAN TRIUMPH CHALLENGE XIII

---

ROUND-UP HEADQUARTERS:  
D/FW AIRPORT HILTON HOTEL & CONFERENCE CENTER

- SPEED EVENT ● CONCOURS ● TSD RALLYE ● AWARDS BANQUET ●
- PARTS AUCTION ● SWAP MEET ● SHOPPING TOURS ●
- CHISHOLM TRAIL RALLYE ● CHUCK WAGGON DINNER ● TEXAS WESTERN PARTY ●

Y'ALL COME!

---



HOSTED BY:

THE RED RIVER TRIUMPH CLUB, DALLAS  
THE TEXAS TRIUMPH REGISTER, HOUSTON



FOR INFORMATION CALL OR WRITE:

Don Kauffman  
528 Edgelake Dr.  
Dallas, Texas 75218  
(214) 328-7918

Mike Hado  
8319 Partlow Lane  
Houston, Texas 77040  
(713) 937-9042

# TR History

## TRS: Purely an Engineering Exercise

by Ken Aaron  
EPCRA

The most impressive racing accomplishment of the Triumph factory was its 1961 success at LeMans when it won the Georges Durand Cup. This cup was awarded to the factory entry that finished three cars in the race with the best overall placement. In fact, in 1961 the Triumph Team was the only complete team to finish the race. This accomplishment by the Triumph Factory Team was not mere coincidence but was an intentional campaign by the factory to produce a strong racing reputation to aid its future sales. Unfortunately, due to the takeover of the factory by Leyland, all of the work and experimentation that brought about this success became "purely an engineering exercise."

The original entry by the Triumph factory at LeMans was in 1955 when a class of TR2's was entered. This was a factory team. The registration numbers of the series of three cars was PKV 374/375/376. Each was equipped with a different set of prototype disc brakes. All three cars finished the race but were beaten in the two-liter class by Porsche and Bristol. The best car was No. 376 which was driven by Bobbie Dickson and Ninian Sanderson. This car achieved an average of 84.4 miles per hour and took 14th place overall. The other two cars finished 15th and 19th.

The next attempt by the factory to win the Factory Cup was in 1959. These cars were referred to as TR3S. In appearance it looked like a stretched TR3 and, in fact, they were six inches longer with a fiberglass nose. This additional length in the wheelbase was caused by a different engine being used. This engine was nicknamed the "Sabrina" because of the configuration of the cam boxes of the double overhead cam shafts. The bulging of these two boxes reminded British car writers of a well-endowed actress of the times who was known as Sabrina. Eventually this nickname was adopted even by the factory.

The Sabrina engine was originally viewed by the factory as a possible production engine. This twin overhead cam engine of a five-element construction (oil pan, crank case extension, crank case, water jacket, and cylinder head) developed 150 BHP. It was often referred to as a five-decker sand-wich engine. It had five pairs of 1/2 studs riveting

the head, the jacket and the crank case together. The crank shaft was steel forged and then balanced statically and dynamically. There were no vibration dampers and five plain bearings supported it. The pistons were die cast aluminum with two compressions and one oil ring each. The front piece on the engine contained an easily attachable case which included the drives for the cam shaft, the oil pump, the distributor and the tachometer. It was possible to take the complete cylinder head assembly off without disturbing valve timing. It had a 78 millimeter stroke and a 90 millimeter bore (1,985 cubic centimeters). It was fueled by twin choke V16 double throat SU carburetors with a 1 1/4" bore. The whole thing weighed only 438 pounds.

The 1959 entry at LeMans of three TR3S vehicles proved to be unsuccessful. They each had special heavy duty back axles, specially-cooled four wheel Girling disc brakes, front anti-roll bar and stiffer suspension. All three cars retired. These cars were exceptionally heavy, weighing 2,125 pounds.

The three 1959 TR3S cars were registered XHP-938/939/940. Car No. 25 was driven by Ninian Sanderson and Dick Stoop. It retired early when the fan broke and ruined the radiator. Car No. 26 driven by Peter Bolton and Mike Rothchild had to retire due to vibration from the fan breaking also. It was a great mystery to many why there was a fan on these cars at all since, at the speed achieved at LeMans, a fan was not necessary to cool the radiator. In fact, with Car No. 27, driven by Peter Jopp and Claude Dubois, the fan was taken off. Car No. 27 led the class in the 23rd hour of the race but was retired when the oil pump drive failed. The fastest lap of speed by a TR3S was four minutes and forty five seconds.

Following the 1959 race, the TR3S bodies were scrapped and the chassis were modified. The 1960 cars used a Michelotti base "Zoom" designed body. These cars continued to use the Sabrina engine although the compression was raised to try to achieve more power. There were four cars in the 1960 race team registered as 926/927/928/929-HP. Three cars were raced and the fourth car was held as a spare. In 1960 the body was made also of fiberglass with a 93" wheel base. The car had disc brakes all around and had rack-and-pinion steer-

ing. The originally chrome-plated windshield and filler cap were painted matt black to avoid glare. Unfortunately the "Zoom" design was aerodynamically worse than the TR3S due to the higher windshield requirements of that year.

The success of the 1960 team was better than the 1959 team in that all of the cars entered completed the race. However, they did not meet the speed requirement to be considered officially finished. The engines lost power due to the valves stretching. The 1960 cars were distinguishable from 1961 cars because they lacked air vents on the front wings of the car. There were three cars raced in 1960. No. 59 (928HP), which was driven by Les Leston and Rothchild, had a yellow front to it on the otherwise British racing green body. Car No. 28 (926HP) was driven by Ballisat and Becquart and had a white front. Car No. 29 (927HP) was driven by Bolton and Sanderson and had a red front. Car No. 26 (929HP) was not raced that year. No. 28 was the fastest car and travelled a total of 2,149 miles and had a fast lap at 4 minutes 55.2 seconds. Its top speed was recorded at 129 miles per hour. The 1960 TR3S team finished overall 15th, 18th and 19th out of twenty-five finishers and 3rd, 4th and 5th in the two liter class. They were the only British team to finish that year.

In 1961 the factory came to LeMans with the single intention of winning the team prize. The engine problems with the Sabrina engine had been worked out prior to the race and more power had been added giving the engine at 155 BHP rating. Nevertheless, the car was not faster than the TR3S with the best lap speed of only 4 minutes 46.9 seconds. In 1960, car No. 59 was not raced. Car No. 25 was driven by the team of Becquart and Rothchild. The other teams of drivers were Kerith Ballisat, Peter Bolton and Slotemaker-Leston.

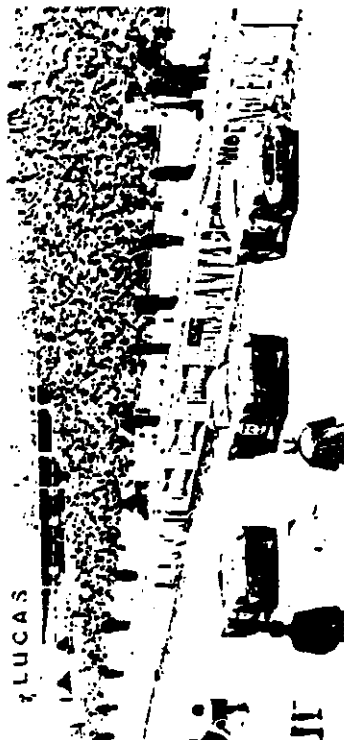
The team prize winning TR3S entry in 1961 was led by a 9th overall finish by the team of Ballisat and

Bolten, with an average of 98.9 miles per hour. For their effort, Ballisat and Bolten received a MOTOR Magazine award for the best performance by a British competitor in a British car. They covered a total of 2,373 miles. The second car in the team finished 11th at 97.2 miles per hour. The TR3 team finished 3rd, 4th and 5th in the under two liter class behind two Porsche RS cars and was the only complete team to finish.

Although the TR3 team in 1961 was a great success, the purchase of the company by Leyland brought to an end TR3 racing. The Sabrina engine was basically abandoned and the hope of producing a TR4 with a TR3 engine dashed. The factory records do show that there was a Work's TR4 which did have a Sabrina engine; however, the car was eventually sold off without the engine in it (ERW/38C) (Chassis No. X6885). The four TR3 race cars were disposed of by the company, although their current location is not known. One car is known to be in England and has been recently shown. This is No. 929 HP.

The winning of the team trophy by Triumph at the 1961 LeMans race was most likely the highlight of Triumph racing history. This event is pictured in the British Leyland poster entitled "TRIUMPH: Fifty Years of Sports Cars" by Ken Dallison. Unfortunately, the picture of the three cars finishing together at LeMans erroneously shows car No. 59, when in fact, that car did not race in 1961.

It is unfortunate that the great body of information and expertise obtained by the Triumph factory during its development of the TR3 race team was totally lost to the Triumph fanatic. There is apparently no records existing relating to the production of these cars or the specifications for the engine. The TR3 cars had no future effect on the development of the Triumph line and ended up being merely a historical event denoting the great engineering exercise performed by the factory.



One of the best known photos of the TR3 as all three line-up to cross the finish line at LeMans in 1961.

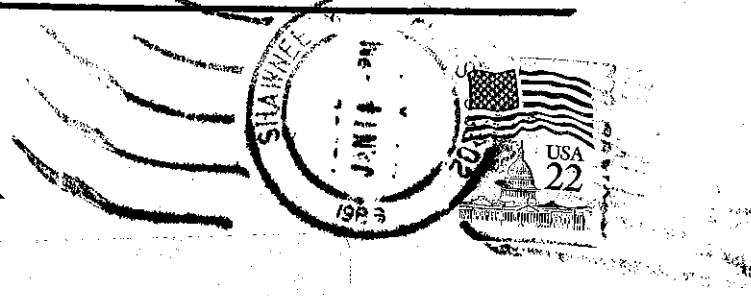
JAN. 1988  
VOLUME X ISSUE 3



NEWSLETTER



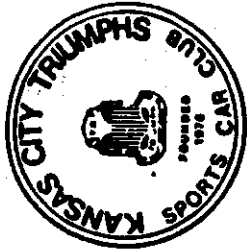
8221 W. 101st St. \* Overland Park, Kansas 66212



PAUL MCBRIDE  
3240 NORTH 66TH  
KANSAS CITY KS. 66104

*Steve Owen*



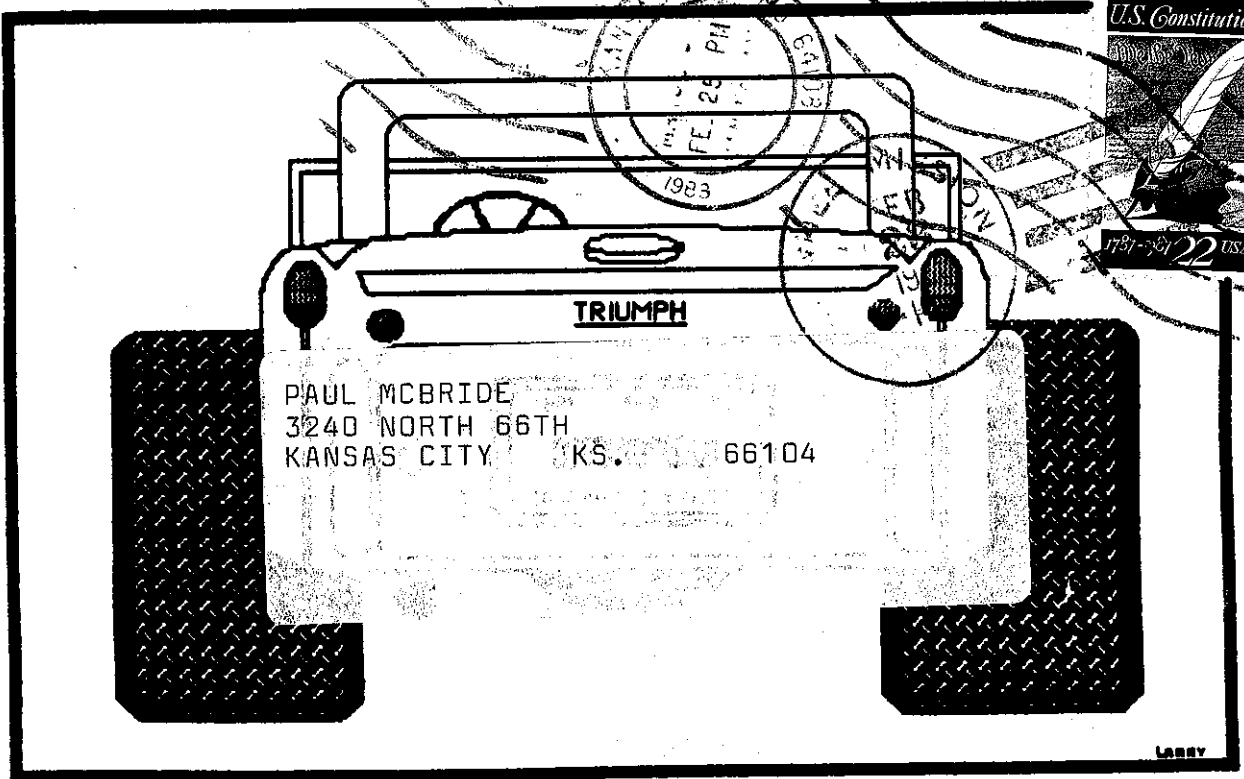


NEWSLETTER

VOLUME X ISSUE 4

MARCH 1988

8221 W. 101st St.  
Overland Park, KS 66212



1988 OFFICERS

1988 CALENDAR

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ASST. DIRECTOR TED HONIG 816-361-9032

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- DENNIS HARDY
- PAT MAHONEY
- LARRY MOKOFESKY
- BILL UNGER
- T.R. WILSON

A SPECIAL THANK-YOU TO LARRY BIRKS'  
COMPUTER ARTWORK THAT SURROUNDS OUR  
ADDRESS LABEL!

FEB 28 ALL BRITISH SWAP MEET

MAR 20 TECH SESSION - CRAIG VAUGHAN

APR 23 TOUR - GALLATIN, MO - McDONALD'S TEA ROOM  
JAMESPORT, MO - AMISH SHOPS

MAY 14 BRAILLE RALLY V

MAY 14-15 KC MUSEUM CONCOURS D'ELBANCE

MAY 22 TOUR - PARKVILLE, MO - RIVERS END JAZZ BAND

MAY 29 JAGUAR CONCOURS D'ELBANCE

JUN 5 SHRINERS CAR SHOW

JUN 10-12 TOUR TO OZARKS

JUL 16 PICNIC AND THEATRE IN THE PARK  
SHANNEE MISSION PARK

AUG 11-14 VTR NATIONAL-- DALLAS, TEXAS

AUG 21 SWIM PARTY - BOB AND ESTHER WHITE'S

SEP 2 - 4 ALL BRITISH CAR AND CYCLE MEET

TED HONIG CHAIRMAN 361-9032

SEP 10-11 ST LOUIS CAR MEET

OCT 2 CAR SHOW - LAWRENCE, KS

OCT 9 TOUR - LOUISBURG CIDER MILL  
LARRY AND LINDA BIRKS

OCT 14-16 CAR SHOW - MEMPHIS, TN

NOV 12 KC TRIUMPH ANNUAL DINNER

ELECTION OF OFFICERS

UNDERLINED EVENTS ARE PLANNED BY AND FOR  
TRIUMPH MEMBERS AND FRIENDS. OTHER EVENTS  
LISTED ARE FOR CAR ENTHUSIASTS IN GENERAL,  
BUT YOU'LL ALWAYS FIND A TRIUMPH INVOLVED!



\*\*April 23rd SATURDAY 10:30 A.M.

MORE COMING EVENTS INFORMATION

TOUR AND LUNCH - GALLATIN, MO McDONALD'S TEA ROOM  
JAMESPORT, MO AMISH SHOPS

We've requested fantastic weather for our first driving event of the year. If the weather doesn't cooperate, we still have a fabulous day planned.

McDonald's Tea Room is our first stop for lunch. This restaurant was listed in every issue of Duncan Hines' Adventures in Good Eating. It was also listed in Better Homes and Gardens' Famous Food from Famous Places. (Now how can you pass this tour up with a review like that?) The lunch menu includes sandwiches from \$3.95 to full dinners at \$7.95.

Jamesport is about 10 miles northeast of Gallatin and offers many Amish country stores. Handmade items are for sale at the Art Craft and Quilt Shop. The Shearwood Store sells sugar, oats, seeds, etc. in bulk as well as home-made Amish jellies and jams. The Mast Dry Goods and Greenhouse sells plants and clothing goods at very reasonable rates, and the Gingerish Shop will tempt you with Amish-baked bread and pastries.

Most of these stores are not open on Sunday, so we have chosen Saturday to make the most of this tour. It's also beautiful country and well worth the drive.

MEET: Go north of the Missouri River on I-29/I-35 to the Parvin Road exit. (This is just before the interstate splits.) Meet at the Shop-N-Go store that is directly across from your stop at Parvin Road. We can fuel cars and get a drink refill before taking off via I-35 for the approx. one hour drive to Gallatin. Weather permitting, we'll find a scenic route to motor home.

THE FIFTH ANNUAL KC MUSEUM CONOURS D'ELÉGANCE expands to a two day event with no registration fee and trophies awarded in 14 classes. As a participant you receive two free passes, a dash plaque, a chance to compete for 1st, 2nd, or 3rd place in your class, and an invitation to the awards banquet. Your completed application form must be in by April 18th. For a form or information, please call Tim Shickles at 816-483-8300.

The local TOUR TO PARKVILLE offers us an old-fashioned town close to home. There is a corner drug-store, cobblestoned sidewalks, art gallery, and antique shops. Our brunch at the Rivers End will be followed with entertainment by a jazz band. Several Triumph members have pre-tested this event and they say it's great!

This year's TOUR TO THE OZARKS will be especially exciting. Our group usually stays Saturday night and a few stay on for Sunday night. This year we'll plan an early-bird group of those who can go down Friday. The most exciting news is that we're looking into a resort on the waterfront for this year's stay. The money side of it is about the same, so we're going to scout out some good spots.....more to you as we know more!!

If you have plans to go to the VTR NATIONAL in Dallas, or the MEMPHIS CAR SHOW, let one of the officers know. It would be great to have a group from our club go together.

Our assistant director, Ted Honig, is the chairman for this year's ALL BRITISH MEET in September. Please call and offer him your helping hands, ideas, comments, and words of support!

# For Your Information

In an article last month in the weekly publication Autoweek, it was reported that the public sale of the Austin Rover group was eminent. The British government had decided to turn over the government run auto company to the public domain. A few years ago, The British government sold Jaguar to private industry, and fortunately it has flourished. Two very prominent automobile manufacturers have shown much interest in purchasing Austin Rover, Ford Motor Co. of the United States and the Honda Motor Co. of Japan.

While Honda already has ties with Austin Rover, Ford would like to have the company to boost it's European image, and use the Rover name plate much in the same as it uses Lincoln and Mercury here in the U.S. Ford has already once tried to buy Austin Rover from the British Government and was refused because of not being based in the U.K. This time around, however, Ford will stand more of a chance to purchase Austin Rover this time. As usual, Honda's intentions are being kept from the public.

As you may have realized by now, That there is more than the names of Austin and Rover at stake, Sterling, M.G., and Triumph would also go along with the sale. While Autoweek made no mention of plans to use the name Triumph, it did mention that Ford had speculated on the use of the name M.G.

Ford of Australia has developed a sports roadster based on the Mazda 323 chassis. Ford owns 33% of Mazda, and the 323 is the base for the new Mercury Tracer (The new Ford Probe is based from the new Mazda 626/MX-6 Coupe). As current plans have revealed, the new roadster will be sold internationally. The present name being used for the car is Capri, now that the European Capri was discontinued last year.

Ford representatives have mentioned that by using the M.G. designation, this would give the new car association with a world class sports car manufacturer, should they purchase the rights to that name. M.G.'s are currently being built in the U.K. The M.G. car line is now more a sporting line of sedans and coupe, rather than the fun little roadsters of days gone by. Presently there is development underway for a new M.G. sports car. Time will tell what will happen. Who knows, someday soon we may see the new owner of Austin Rover revive the name of Triumph. Let us hope that if and when that happens, it is applied to an automobile worthy of the name.

## PAST EVENTS

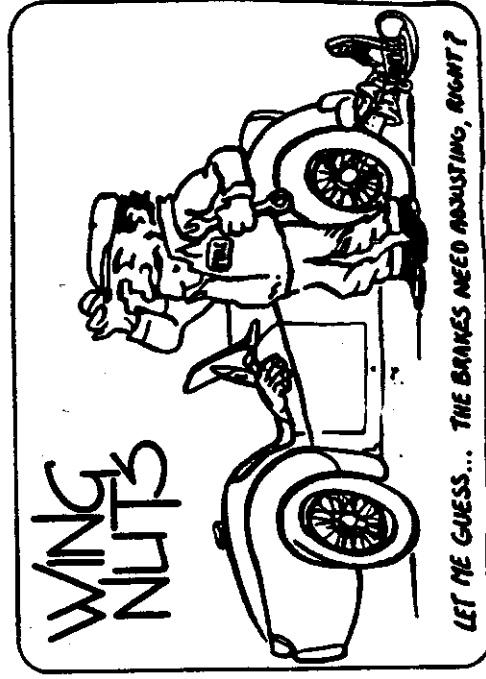
### PLANNING MEETING - JANUARY 24th

LARRY GAINES (a Triumph member) MAGGIE

JONES SOUTHPORT CAFE.....were you there? Triumph enthusiasts met to plan 1988 activities. There seem to be so many events that are becoming "annual" on our calendar - but good times are remembered and each year a little more is added to make it even better. Check out the 1988 calendar of events included in this newsletter and plan to attend to see what you may be missing. A big THANK-YOU to Larry for his hospitality. If you haven't dined in his new location, you're missing something special. Be sure to say HI! to Larry when you visit.

### POTLUCK - FEBRUARY 20th

AS OF THIS WRITING, IT HAS NOT OCCURRED. If the food is as good as it sounds like it will be (and based on past experience, we have some great cooks) we should trade in our car club memberships for food club memberships!

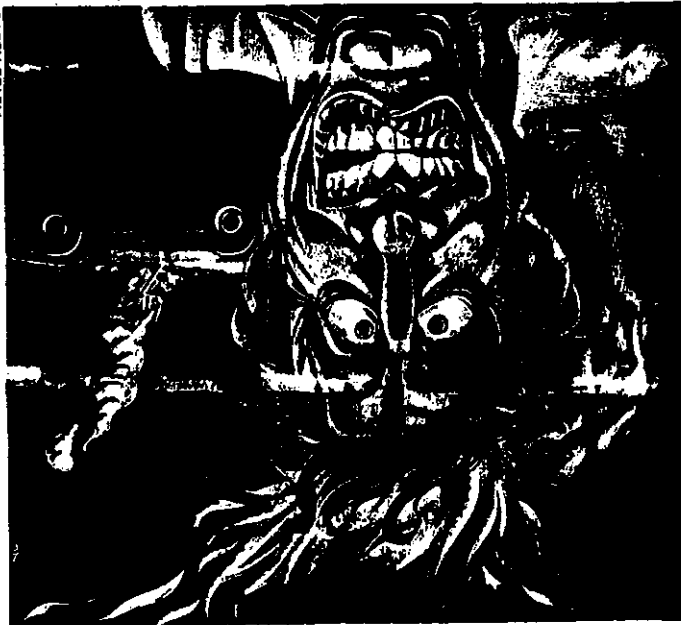


# RITTES OF PASSAGE

In which Bob discovers that, in large part, it is both unsafe and illegal to drive old sports cars.

Albuquerque—I see it coming, but there isn't anything I can do to talk him out of it. It's a rite of passage every male endures, a kind of mechanical bar mitzva, only it comes enough years past thirteen that the vic-tim ought to know better. My friend Bob Wheeler is about to buy an old sports car, a 1972 Triumph Spitfire.

Bob's migration toward the financial cliff begins when he sees such a car, complete with a golden-haired goddess who is engaged in demonstrating her fondness for the driver. The Spitfire is sold to Bob by a man with an extraordinarily firm handshake, suede loafers, and a Jackie Stewart cap, who could sell Mr. Coffees to de-vout Mormons.



GARRY COULBY

trical system that began be-neath his oiled wooden dash-board and is now spreading down the wiring harness to-ward the headlights and is about to supermova beneath his hood.

He pulls to the shoulder and discovers a cackling fire run-ning the length of the main wiring bundle. It looks like a glowing snake and smells like Akron. Wheeler removes his \$200 suede jacket and tries to beat out the flames and then retreats to the safety of the middle of the road, where he discovers that part of the evil like the outcome of a bizarre electrolysis mishap.

Furious, Wheeler kicks the car. The vibration of his blows causes the now crispy harness to drop harm-lessly to the ground. The fire goes out.

Although the Spitfire is still killing, Bob sus-pects the necessary wiring for the starter has melted. He is afraid to turn the car off so that he can liberate the ignition key to open the trunk, where there is a flashlight. Instead, he uses a length of pipe from the gutter to jim-my the trunk handle.

Bob sets out toward home, hanging his head out the side of the car, aiming the flashlight's pitiful beam down the road. This operation goes well until Bob's foot slips off the clutch and he stalls in the middle of an intersection. Only then does he confirm his suspicion that the starter wiring has, indeed, burned up, and he is unable to restart the car. He sits patiently and awaits the arrival of the police. They tell him, "It is both unsafe and illegal to drive a car at night without any lights at all."

Bob agrees wholeheartedly, imploringly, ingenuously. The policeman softens and con-fesses, "I always dreamed of buying a Spit-fire." Bob's brow unwrinkles as he intro-duces himself with an extraordinarily firm handshake.

—David J. Bedard

David J. Bedard, a former FBI agent and amateur British-car mechanic, now files airplanes and says his home is a post office box in Albuquerque.

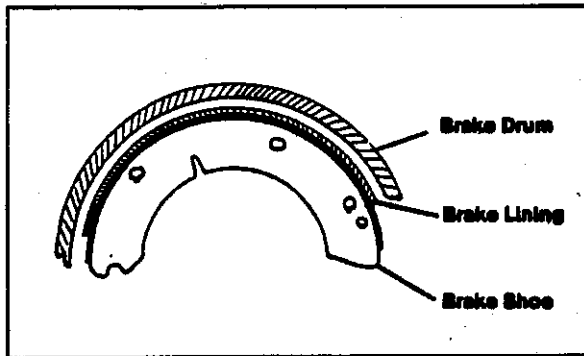
Four days after the purchase, Bob is exiting his driveway and toes the brake pedal, as is his custom before venturing into a busy street backward. The brake pedal slips uselessly to the floorboard, but not before the piston in the master cylinder, which has ruptured, squirts eight ounces of hydraulic fluid through the fire wall and onto his feet, causing the shoe polish on his kinnies to curdle. Bob does not notice. He is busy pumping the pedal and eyeing a yellow Pontiac bearing down on him at an alarming rate. When the futility of this action strikes home, Bob grabs the emergency brake and yanks mightily toward his armpit. The racket in the lever makes a busy noise, the return spring offers comforting resis-tance, and the car slows not at all. Bob gives up and steers toward his mailbox. This stops the car.

When Bob attempts to drive the Spitfire to the brake shop, using the engine's compre-ssion for deceleration by turning the ignition key on and off, he learns two things: (1) When he turns the key off, it locks the steer-ing column; and (2) switching the ignition on and off with the car in gear causes a backfire that can be heard for many blocks, which blows off the aft two-thirds of the exhaust system and attracts the police, who tell him, "It is both unsafe and illegal to drive a car without brakes and a muffler."

As a Spitfire owner, I thought you would find this amusing. I had the same trouble under the dash only it was the clutch and not the brakes. Had oil all over the floor. The "carrots-in-a-blender" was a good description of the sound when my rear end shelled out. At the same time my fan blade lost its bolts and chewed up a radiator. Love that Spitfire! Bill Unger

# What Causes Brake Fade?

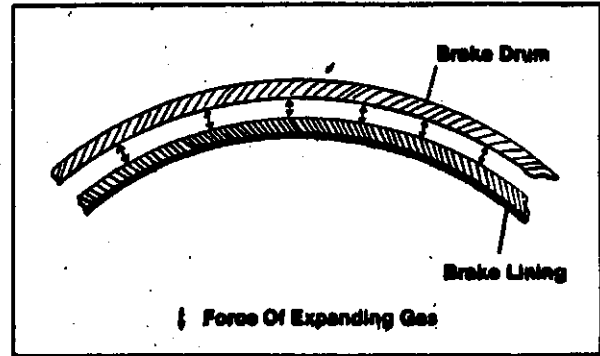
Most of us who have owned British sports cars, especially those fitted with drum brakes, have experienced the frustration of brake fade. That helpless, empty feeling after a series of high speed stops of pushing harder and harder on the brake pedal only to have the car slow down with the agility of an ocean liner. This is most distressing in a race or rally when the car you are 'slip streaming' decides to slow down for the next turn early! You have also heard many people exclaim 'Yea, the brakes overheated!' Well why should heat cause such a loss of braking efficiency? Let's look at a typical drum/shoe brake system.



A typical drum/shoe brake system.

When the pedal is depressed the brake shoe is pushed up to make a dragging contact with the inside surface of the rotating drum. This (hopefully) stops the car. In doing so it generates tremendous heat from the friction. What takes place next is the mysterious fandango known as 'brake fade', often followed by expletives from the driver we can't print here. Here's what happens: The brake lining material is made up of compressed particles, usually fiber asbestos. Sometimes, in high performance or competition linings it

also includes bits of other materials (metallic sintered linings, etc.). Whatever the composition, and it can vary from different manufacturers, the whole mess is held together by adhesives. It is these adhesives, when the temperature rises, that cause all the problems. The high heat actually vaporizes the adhesives into a gas. As most of us who stayed awake during sixth grade science class remember, when a solid element is heated into a gas there is expansion. This expanding gas creates an opposing force between the brake drum and brake lining, trying to force the two surfaces apart. The harder you push the pedal, the



The force of expanding gas could cause brake fade.

more heat there is generated. The more heat, the more vaporizing gas, and the resultant increase in brake fade.

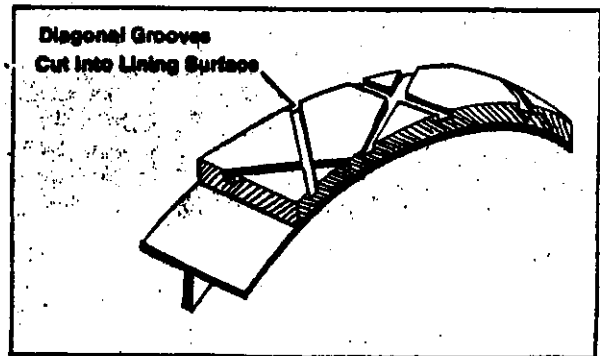
In the old days of affordable, do it yourself SCCA racing, there were many attempts made to cool the brakes. People ventilated the backing plates, (drilled them full of holes), purchased finned brake drums, cut air scoops in the front wings, or ran flex hose from behind the grille through the wheel well to point at the brakes.

One trick used by crafty competitors was to take a hack

saw and cut diagonal grooves part way into the brake lining surface to provide channels for the gas to escape. Kind of like the tread pattern of a tire providing escape for water when the track is wet. How much this helped is questionable. It did increase the wear rate however.

None of the above modifications would seem logical for normal street driving, unless you live on top of a very high mountain and get brake fade just going to the mailbox.

I have used replacement brake linings from Moss Motors for many years and find them exceptional for both every day street use as well as hard driving club events. It pays to



Diagonal cuts provide an escape for expanding gas.

stick with a supplier that is as enthusiastic about these wonderful old cars as we are.

The best cure for brake fade, of course, is disc brakes, but for those of us with older marques who refuse to march to anything but the beat of drum brakes, take heart. Next time you are careening down hill somewhat out of control, just tell your navigator the car has a bad case of gas!

*Editor's Note: We don't know if Clyde's theory is true, but found it sufficiently logical and interesting to publish.*

## Replacing the Bow Straps on Your TR3

Replacing those worn out bow straps is an easy afternoon project. You will need two lengths of seat belt strap material, each a minimum of 38 inches long. These can be used chest straps from the wrecking yard or may be purchased new from some awning shops. The ends should be singed to prevent unraveling. This can be accomplished with a candle or a butane lighter. Remove clamps that hold the old straps to the bows. If a screw breaks, you will need redrill the hole and tap it. When fitting the new straps, be sure that you set the dimensions per the drawing. The length between the front and middle bows are fixed. The height of the front bow should be 4 inches above the top of the windshield. If it is off more than a little, lengthen or shorten the rear strap. The dimensions are critical for a tight fitting hood. While you have the straps off you might consider repainting your bows if they are badly scratched.



By TeriAnn Wakeman

reprinted from TTSDA Newsletter

# T.R. 2-3 Production Data

Compiled by Bill Redinger and John Davy

In conjunction with our T.R. 2-3 PRICING ANALYSIS, we would like to present T.R. 2-3 production information as it originally appeared in the June, 1977 (Number 15) issue of The Vintage Triumph.

## CHANGES BY COMMISSION NO.

In response to our request following Mike Besch's article ("Of As and Bs": T.V. #12, pp. 164-5), Bill Redinger and John Davy have combined to provide the following information on TR production changes and dates of manufacture. We hope this will prove as useful to TR restorers as it appears to be. But if nothing else, it serves to indicate that "improving the breed" was anything but a once-a-year practice at Triumph.

Like all historical research, the more you learn the more you realize you don't know. We wish doubtless be second-guessed on this list, and we welcome it. We believe that we may only have scratched the surface with these changes: an examination of the original build records, at 80,000-odd of them, would probably yield more interesting data as well as features peculiar to individual cars. But as far as we know, nobody has steered himself for that task yet. We'll appreciate the comments of TR owners and any further light they can shed on this ongoing research project. (Bill's source: TR Parts and TSOA manuals)

-ED

Comm. No.	Description
203R	Earls Court Motor Show Car, October 1972 (2013 or TR1)
TS-1	Final production 90hp TR2
TS-1201	Water filter moved from thermostat housing to radiator.
TS-1301	License plate lamp replaced red tail-stop lamp at center rear.
TS-4002	Long doors removed in favor of short doors and roller panels.
TS-4228	Chrome front hinges added, inside bonnet release dropped in favor of Dzus fasteners, bonnet lounes reduced from four to two.
TS-4500	Side windows added to top for better rear vision.
TS-4526	Fired window side curtains / zippers replaced wedge sliding type.
TS-4443	10-inch front brakes instead of 9-inch.
TS-4157	Scuttle was added.
TS-4213	Distributor altered.
TS-4638	Last production TR2, November 1955.
TS-4637	First production TR1, introduced September 1954. Front grille becomes egg-crate, moves flush with apron. Engine 85 hp with SU carbs. TR1 red and black medallion added. Stainless steel fender bead- ing replicas 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 carbonbit.
	Le Mans head installed, 100 hp.
	Flexible float chambers added to SU carbs
	Generator updated
	Changed speedometer and tachometer units.
	Sluicer added to exhaust system tail pipe
	VP-3 layer connecting rod bearings
	Aluminum rocker shaft pedestals.
	Changed windshield wiper motor from right to left side.
	Full-flow oil filter.
	Change of rear axle design giving taper roller bearings in rear hubs. Stronger axle shafts.
	Gearing disc brakes at front. Hub cap medallion.
	Changed from porcelain globe to baked enamel.
	Master brake and clutch cylinder changed to individual cylinders.

TS-13052E	Final introduction of high port cylinder head, 100 hp at 5000
TS-10478	Latest type clutch plates, racing type woven springs
TS-20700E	Changed con rod bearings for increased running clearance and greater oil film strength.
TS-22013	Last production TR1.
TS-22014	First production ("so-called") TR1A, 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 boost lid handle replaces twin escutcheons and key lock. Updated interior with new seats (horizontal ribbing, 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-20704	Pistons with strengthened crowns introduced.
TS-26508E	Needle bearing used at rear of constant pinion shaft.
TS-26825	Revised rear engine mount.
TS-26851	Disc front brake dirt shields standard on wire wheeled cars.
TS-27680	As above, for disc wheeled cars.
TS-27658	Side curtain fastening changed to Dzus fasteners
TS-28828	Speedo and tach positions switched. Tach is now on left side.
TS-29008	Headlight rims changed to flat-sided types.
TS-32458	Line fuses installed in side, tail, license light circuits.
TS-38177	Air deflexors installed behind grille.
TS-40104	Blue and white "TR3" medallion replaces red and black version.
TS-41874	Quiet starter motor added. New ring gen.
TS-50001	Gearbox housing with side filler plug eliminated. Gearstick in gearbox.
TS-59280E	Increased capacity generator and regulator fitted (in paint)
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 front opening. All metal tonneau rail replaces wooden blocks that had been used all the way from the TR2. First all-steel TR body. New door. 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-63572	Larger rearview mirror. Complete wiring system fitted, with Lucas snap connectors. New regulator and flasher unit location on both head (new wiring). Return to separate ignition / door glowbox / trunk keys. (All TR bodies remained exactly the same after this comm. number.)
TS-6372	Last regular production TR3A.
TSF-1	First production ("so-called") TR3B. Same as TR3A with 1991 cc engine and TR4 alternator-mesh gearbox.
TGF-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 2560 to 3000.)

\*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.

## FOR YOUR INFORMATION

Last time I told you of the pending sale of the Austin Rover Group. Well in addition to Honda and Ford wanting to buy the British car manufacturer, Chrysler has said it's interested, too. Chrysler went on a buying spree in 1987, buying AMC, Jeep, and Lamborghini. Ford bought Aston Martin in 1987 and tried to buy Alfa Romeo but was turned down. It seems that all the big car companies want the small car manufacturers for prestige. Two years ago General Motors bought Lotus and has now apparently given it full division status, so for your information, here is a list of major manufacturers with their "prestigious" acquisitions.

General Motors	Lotus
Chrysler	Lamborghini and Maserati (minority share)
Ford	Aston Martin
Fiat	Ferrari and Alfa Romeo

\*\*\*\*\*

On January 15, Donald Healey died. Healey was a long time force in the automotive world. Before he made his mark with his Austin Healey sports cars, he had helped design Triumphs in the pre-war days. In 1937, Healey was named as chief designer for Triumph. During these years, he designed the legendary Straight-Eight Dolomite.

After World War Two, Healey decided to go into the car business for himself, leaving a legacy of memorable sports cars, including the Austin Healey 3000, the Sprite, and in the early Seventies, the Jensen Healey Interceptor.

Healey died in England at the age of 89. He will be missed.

\*\*\*\*\*

This month's first Tech Tip is about leather care. Almost everybody loves leather. This tip can help you care for your leather to help make it stay like new.

Dry and weathered leather can be softened with a product called Lexol. This preparation is inexpensive and does a good job of restoring oils to leather, however, it has a tendency to discolor some lighter shades of leather, so test it first in an inconspicuous place.

Connolly Hide Food, made especially for leather by the famous English leather upholsterers, Connolly Bros. (Curriers) LTD., is an excellent treatment for your Triumph leather. It cleans, nourishes, and protects the leather.

Answers to this month's Triumph Trivia

1-D, 2-O, 3-E, 4-I, 5-L, 6-J, 7-K, 8-F, 9-M, 10-N, 11-B, 12-H, 13-G, 14-C, 15-A.



## MORE COMING EVENTS INFORMATION

THE FIFTH ANNUAL KC MUSEUM CONCOURS D'ELEGANCE - MAY 14th and 15th. It's too late to register, but plan to go see and support this event. For more info, call: TDM SHICKLES at 483-8300.

BRAILLE RALLY V is MAY 14th. A sighted driver is paired with a blind navigator who has instructions in Braille - will LARRY BIRKS win again? If you're interested in driving or being a spectator, please contact CRAIG VAUGHAN at 471-6687.

JAGUAR CONCOURS D'ELEGANCE - MAY 29th. Contact BOB GILMORE at 341-0674 for information.

SHRINER ANTIQUE, CLASSIC AND SPECIAL INTEREST CAR SHOW - JUNE 5th - Blue Ridge Mall - Independence, MO. Bring your Triumph to Chi-Chi's by 9 A.M. if you would like to park as a group. Plan to leave the car until 4 P.M. Then enjoy the Shriner's great production of their own! Over 400 vintage autos are expected this year and all the money collected from those wishing to view the cars goes to charity. Contact CLYDE YOUNG at 356-1867 if you have questions.

JOHNSTON, IOWA FUN FEST - AUGUST 13th. If you'll be near Des Moines, contact DAVE WALKER for more on this event sponsored by the Sports Car Club of America. His work phone 515-244-8791 and home phone 515-285-5149.

VTR NATIONAL IN DALLAS TX - AUGUST 11-14. See the letter printed elsewhere in this newsletter.

ALL BRITISH CAR AND CYCLE MEET - LABOR DAY WEEK-END. Ted HONIG, Chairman, announces that this year's meet will be held at Crown Center in downtown Kansas City. For more details, call Ted at 361-9032.

HEARTLAND BRITISH AUTO FEST - AUGUST 27th and 28th. Turner's Castle Lodge, Bettendorf, IA. Contact R.D. WISMER at 3734 39th St. Ct., Moline, IL 61265 or phone 319-332-5771 or 319-323-1017.

This month's Triumph trivia comes to us from the

# TRIUMPH TRIVIA

of San Diego, and originally appeared in the May 19, 1961 edition of the New York Times magazine. This quiz has more mileage than some TR's I know. I hope you enjoy it.

Most TR owners have learned British terminology that is associated with their cars and it's parts. Not to many owners of British cars are familiar with the wonderful terminology of Driving in England. Listed here are 15 British highway signs you would be likely to encounter in your travels. Beside these signs are their American counterparts. Can you match the British signs to their correct American version? The answers are listed elsewhere

- |                              |                                   |
|------------------------------|-----------------------------------|
| 1. Road liable to subsidence | A. Delivery entrance              |
| 2. No locomotives            | B. Exit                           |
| 3. End of prohibition        | C. Parking for buses              |
| 4. Diversion                 | D. Dips ahead                     |
| 5. Lay by                    | E. Detour                         |
| 6. Loose chippings           | F. To the races                   |
| 7. Tram pinch                | G. Traffic laws strictly enforced |
| 8. To the chateaux           | H. No parking on shoulder         |
| 9. Ring road                 | I. End speed zone                 |
| 10. Left coming              | J. Fallen rock zone               |
| 11. Way out                  | K. Squeeze ahead - Trolley line   |
| 12. No stopping on verge     | L. Emergency roadside parking     |
| 13. Safety town ahead        | M. Belt pathway                   |
| 14. Coach park               | N. Mares traffic - Left           |

## Screaching Halt

### An end to brake jobs?

Just when you thought it was safe to go back in the shop, when you figured all the asbestos aggravation had settled in a cloud of organic and semi-metallic dust, along comes an all-new brake material that might signal the end of brake jobs altogether.

Actually, Kevlar's isn't all that new. The incredibly strong DuPont fiber has been around a few years, found as a component in everything from race car chassis and airframes, to tennis racquets. It has even done duty as a brake lining on commercial and military aircraft, but until now has been too expensive to consider for cars.

As Kevlar has become more common, understanding of the steel-strong material has grown and the cost has dropped drastically, making it practical.

DuPont support—not only promises to eliminate many of the drawbacks of using organic and semi-metallic brakes, they'll outlive most cars.

Along with squeaking squeal, saving discs and drums, and working cold, reports indicate Kevlar linings feel more like the familiar asbestos underfoot, with none of the related health hazards. While the high-tech linings command a price premium, it's relatively small, considering they are likely to be around when all that's left of the car is a pile of red dust.

It would seem Lifespan is in the process of putting itself, and most of those in the brake business, out of work. Not immediately, perhaps. But over a period of time, as Kevlar and state-of-the-art materials like it become the rule, changing pads and

# SHOP TALK

There is something about wire wheels which says "this is a British sports car!" Years ago, when I was the proud owner of a disc-wheeled Triumph, I discovered how easy it was to convert any TR 2, 4, 4A, 5, 250, or 6 to wire wheels. It's also a relatively inexpensive task and, as wire wheeled cars usually sell for more than their disc-wheeled counterparts, the conversion is a good investment. To make the conversion, you will need:

1. A jack and some jack stands
2. A lug wrench and a 1 1/16" socket
3. A hacksaw with high quality blades
4. A file to clean up after the hacksaw
5. Four splined hub adaptors, two left and two right
6. Four knockoffs, two left and two right
7. Five wire wheels
8. Sixteen special nuts to secure the adaptors to your hubs
9. If you choose not to cut your original hub studs, you can delete items 3 and 4 and substitute new short studs

Oh yes, you'll also need a couple of spare hours one weekend or evening, to put these pieces to use. Then proceed as follows.

Jack up the car, set the jackstands in place, and remove your disc wheels. Be sure to save the lug nuts with the disc wheels. You can not use them to secure the wire wheel adaptors, and if you ever have to re-install the disc wheels, you must not use the adaptor nuts for this purpose. Switch your tires onto your new wire wheels (unless you have new tires and inner tubes for them).

Fit the chrome knockoffs to the splined adaptors so you can easily see which adaptors go on which side of the car. This is important. If the hubs are installed on the wrong sides of the car, the wheels will fall off with alarming regularity. If your knockoffs do not happen to say "Left" and "Right", remember that the left side knockoffs tighten clockwise, and the right counter-clockwise. If you have decided upon using the special short wheel studs, now is the time to remove the original studs from the car and replace them with the short studs. Place the adaptors on to the wheel studs and tighten the special nuts to 65 lbs. with your torque wrench.

If you are using the original wheel studs, they will protrude approximately 5/16" through the new nuts. This must be cut off to avoid contact with the new wheels. Use a hacksaw to trim the studs flush with the nuts, and afterwards, use a file to clean off the resultant burr. This may sound like a crude way to do the job, but the 1959

\*\* JULY 16th SATURDAY 3:00 P.M.

PICNIC AND THEATRE IN THE PARK  
SHAWNEE MISSION PARK  
MAP IN NEXT NEWSLETTER  
SHELTER HOUSE #4

Plan for our picnic at the same great shelter house we had last year - right near all the facilities. More on food in the next newsletter. The show this year is CABARET - begins at 8:30 P.M. Donation is \$1.00 per person.

## PAST EVENTS

POTLUCK DINNER - FEBRUARY 20th. Approx. 30 Triumph members and friends gathered for a feast at McBEAN'S. Our gracious host and hostess provided a beautiful setting and we got to see the finished garage, Florida room, and deck! All the food was fantastic, but the real stand-out was the LUTHY'S \*\*HOT\*\* chili. It should be labeled to eat with caution!! One Triumph made it to the party, but had to sit outside. Three cheers for PAUL, McBRIDE!!

ALL BRITISH CAR SWAP MEET - FEBRUARY 28th. THANK YOU RICK TORRES and business for a great afternoon of showing and selling!

QUESTION AND ANSWER TECH SESSION - MARCH 20th. THANK YOU to CRAIG VAUGHAN and business for sponsoring our tech session. 25 members of the Triumph and Austin-Healey clubs were present for this very informative meeting. Craig demonstrated tearing down and rebuilding a Triumph transmission. Thanks to TED HONIG for this report.

GALLATIN AND JAMESPORT, MO TOUR - APRIL 23rd. Report in next newsletter.

\*\*\*\*\*

FOR SALE 1970 GT 6 PLUS. Totally original. 65,000 miles. Brown with black interior. Runs good. Overdrive, Michelin tires, no rust. \$3000.00 OBO, TERRY OHMSTEED 4043 S. Parkhill, Springfield, MO 65807 417-886-6313.

COMING EVENTS

\*\* MAY 22nd SUNDAY 12:00 P.M.

BRUNCH AND TOUR  
RIVER'S BEND RESTAURANT  
PARKVILLE, MO

Parkville is a great little old-fashioned town. Plan to enjoy brunch (\$7.95) at the River's Bend at 12:00. The Austin-Healey Club will join us in the reserved banquet room. Afterwards we can tour the many shops in town, see the covered bridge in the near-by park, and drive through the beautiful Park College Campus. Sorry - the jazz band mentioned in the last newsletter is gone.

MEET: River's Bend Restaurant. Take Hiway Nine North off I-635 into Parkville. Turn left at the 4-way stop. The restaurant is 2 blocks on the right at the top of the hill. Please let Joni know by May 14th if you'll be attending, so we can let the restaurant know.

\*\*JUNE 11th SATURDAY 9:00 A.M.

TOUR TO THE OZARKS

We sent a flyer out the first week of April that about covers it all! We will be staying on the water front at Kalfran Lodge with every imaginable activity available. Our loosely arranged schedule includes BBQ at the lodge at 7:00 P.M. Saturday (\$10.00 plus tax per person - payable that night). Menu includes 1 pork chop (approx. 1 lb. each), potato salad, baked beans, garlic bread, cake, lemonade, and coffee.

Sunday noon we plan a luncheon cruise from 12-2 P.M. (\$12.00 per person). For those staying over Sunday night, an evening of dinner and dancing has been suggested at Jackson Hole.

MEET: Bannister Mall off I-435 in the east parking lot before 9:00 A.M. Saturday. Bring your C.B., tennis rackets, fishing pole, and a SMILE!!

Triumph service instruction manual supplement includes a photo of a mechanic busily saving away at a hub stud with a hacksaw.

In essence that's all there is to the conversion. All that remains is to grease the hub splines, install the wheels, tighten the knockoffs and set the car back on it's new wheels. A couple of extra points worth remembering... If you put silicone sealer around the heads of your spokes inside the sheel and allow it to dry before installation, you'll prevent spline grease from finding it's way onto the spokes. Check spoke tension on new wheels after the first 500 miles or so to make sure none have "settled in" and become loose. Tapping the spokes with a pencil or screwdriver should produce a tone from each spoke which sounds more or less the same. A much lower tone indicates a loose spoke that requires tightening. No go out and enjoy your new wire wheels.

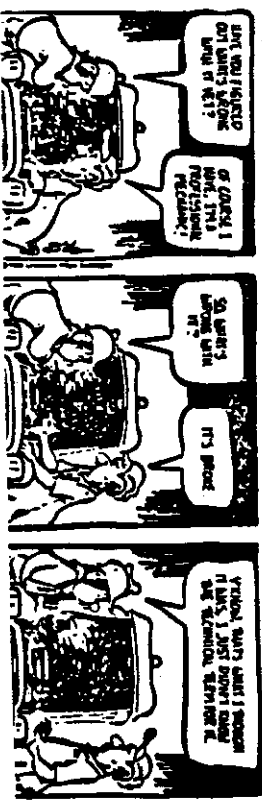
By Robert Goldman, originally appearing in Moss Motoring (a publication of Moss Motors), and the may 1987 edition of the SCOA's Triumph Standard.

Editors note. We try not to show partiality to any Triumph parts supplier. While this article was originally published in a publication from such a supplier, this re-print does not constitute an endorsement of the supplier. Parts for this conversion are available from this supplier and are probably available elsewhere.

TRIUMPHS IN CURRENT TV/MOVIES

- THIRTY SOMETHING - Tues. 9PM, One of the characters drives an early model TR 6, in British Racing Green. It is shown every week in the Intro of characters.
- THREE MEN AND A BABY - movie - The bad guys drive an early model (69-73) TR6 in black.

Geech



1988  
TEXAS TRIUMPH ROUNDUP  
DALLAS/FT. WORTH, TEXAS  
AUGUST 11 TO 14, 1988

Dear Triumph Enthusiast,

Thank you for your early interest in the VTR Texas Triumph Roundup. All of our plans are not firm as of this date, but the following should answer some of your questions. We have 200 rooms reserved at the Roundup headquarters, 5 minutes north of D/FW airport:

D/FW Airport Hilton & Executive Conference Center  
1800 Hwy 24E, Grapevine, Texas 76051  
(817) 481-8444 (Metro) 1-800-645-1018

Rates are \$45.00 per night for 2 adults, children free in the same room. Three adults in the same room are \$50.00 and four are \$55.00. These rates are good for Wed thru Sat nights, although we have only 50 rooms blocked for Wed night early arrivals. We recommend that you make your room reservations directly with the hotel as soon as possible.

Other approximate costs are:

Registration Fee (VTR Member): \$50.00 per family (\$35.00 aft 8/1)  
Registration Fee (Non-VTR Member): \$35.00 per family (\$40.00 aft 8/1)  
Thurs evening mixer/pool party: \$6.00 ea (\$4.00 for child 12 & under)  
Fri evening Dude Ranch dinner: \$15.50 ea (\$7.75 for child 3 to 10)  
Sat evening awards dinner: \$15.00 ea (\$8.00 for child 12 & under)

A brief tentative agenda is as follows:

Thursday, Aug 11: 12:00 noon Registration opens  
2:00 pm Driving tour to Stockyards, Ft. Worth  
6:30 pm Pool party/mixer  
10:00 pm VTR board meeting

Friday, Aug 12: 8:00 am Autocross & fun-kanna events  
12:00 noon Rallye tour to South Fork Ranch  
1:30 pm TSD & gimick rallies  
6:30 pm Western party at Austin Dude Ranch

Saturday, Aug 13: 9:00 am Line up for panoramic photo  
11:00 am Concours judging, shopping tours, etc.  
7:00 pm Awards dinner, Ken Richardson, speaker

Sunday, Aug 14: am Photos of winners; farewells

Plans will be complete and final registration forms available in March. We will keep your name and address on our mailing list and send you additional information as requested. If you have any further questions, please let us know.

HOPE TO SEE Y'ALL IN DALLAS AT THE ROUNDUP!

Yours truly,

Don Kauffman (214) 328-7918 (Dallas)  
Mike Hado (713) 937-9042 (Houston)

## DIRECTOR'S NOTE

True Confessions: Date line April 22, 1988  
The love affair has been eight years running, with no end in sight.

The sun is dimmed slightly by the few clouds, the gentle breeze helped to keep the day comfortable.

She seemed to shudder slightly as the water touched her skin, cooling it from the sun. She sighed as my hands moved swiftly over her curves. My heart filled with anticipation as I dried her, knowing I would soon reach my goal.

The winter's dust had been removed from the old girl, ready for the spring tour.

As one Triumph lover to another, if you missed the Gallatin tour, be sure to join us in May as we visit historic Parkville.

T.R.

## EDITOR'S NOTE

My humble apologies to DENNIS HEARTY of the phone committee for misspelling his name! (Now corrected)

Also apologies to our PUBLICITY department - Jim and Cynthia Yin BRADY for not including them in the last newsletter. Be sure to check out the KC Star/Times Automotive Section on Saturdays for Triumph happenings. We've had several responses and new members from the listings that have appeared.

Thank you to Ricci and Marice, Bob and Marilyn! They are still assisting in the production and mailing of the newsletter - didn't want you to think I was doing all of this alone... it's great to have team work!

Joni Wilson

ROSTER CORRECTION: The HARRISON'S live on TOMASHAW.

MECHANIC MURPHY'S LAW: HOW MUCH YOUR NOSE  
ITCHES IS DIRECTLY PROPORTIONAL TO  
THE AMOUNT OF GREASE ON YOUR HANDS!

1988 OFFICERS

1988 CALENDAR

DIRECTOR

T.R. WILSON home 816-796-9104  
work 816-461-5085

ASST. DIRECTOR

TED HONIG 816-361-9032

SEC./TREASURER

BOB AND MARILYN MCBEAN  
913-341-4124

8221 W. 101st St.  
OVERLAND PARK, KS 66212

NEWSLETTER

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TED HONIG  
DENNIS HEARPY  
LARRY MOKOFESKY  
BILL UNGER  
T. R. WILSON

PUBLICITY

JIM AND CYNTHIA YIN BRADY  
816-587-6754

COVER ARTWORK

LARRY BIRKS

MAY 14 BRAILLE RALLY V

MAY 14-15 KC MUSEUM CONCOURS D'ELEGANCE

MAY 22 TOUR AND BRUNCH - PARKVILLE, MO

MAY 29 JAGUAR CONCOURS D'ELEGANCE

JUN 5 SHRINERS ANTIQUE, CLASSIC AND SPECIAL  
INTEREST CAR SHOW

JUN 10-12 TOUR TO OZARKS

JUL 16 PICNIC AND THEATRE - SHAWNEE MISSION PARK

AUG 11-14 VTR NATIONAL - DALLAS, TX

AUG 21 SWIM PARTY - BOB AND ESTHER WHITE'S

SEP 2-4 ALL BRITISH CAR AND CYCLE MEET

TED HONIG - CHAIRMAN 361-9032

SEP 10-11 ST LOUIS CAR MEET

OCT 2 CAR SHOW - LAWRENCE, KS

OCT 9 TOUR - LOUISBURG CIDER MILL

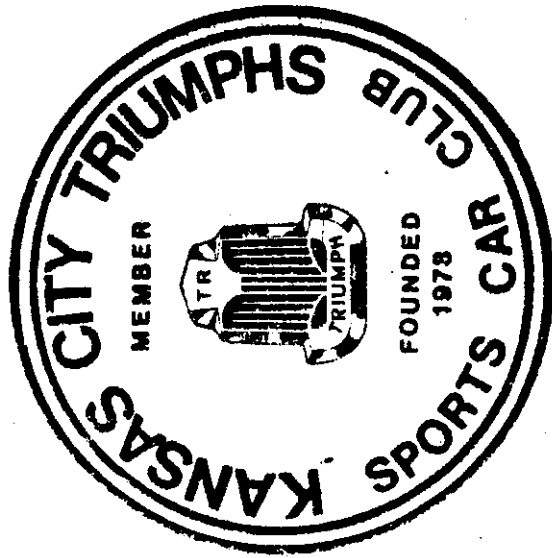
LARRY AND LINDA BIRKS

OCT 14-16 CAR SHOW - MEMPHIS, TN

NOV 12 KC TRIUMPH ANNUAL DINNER

ELECTION OF OFFICERS

UNDERLINED EVENTS ARE PLANNED BY AND FOR ALL  
TRIUMPH MEMBERS AND FRIENDS. OTHER EVENTS  
LISTED ARE FOR CAR ENTHUSIASTS IN GENERAL, BUT  
YOU'LL ALWAYS FIND A TRIUMPH!!

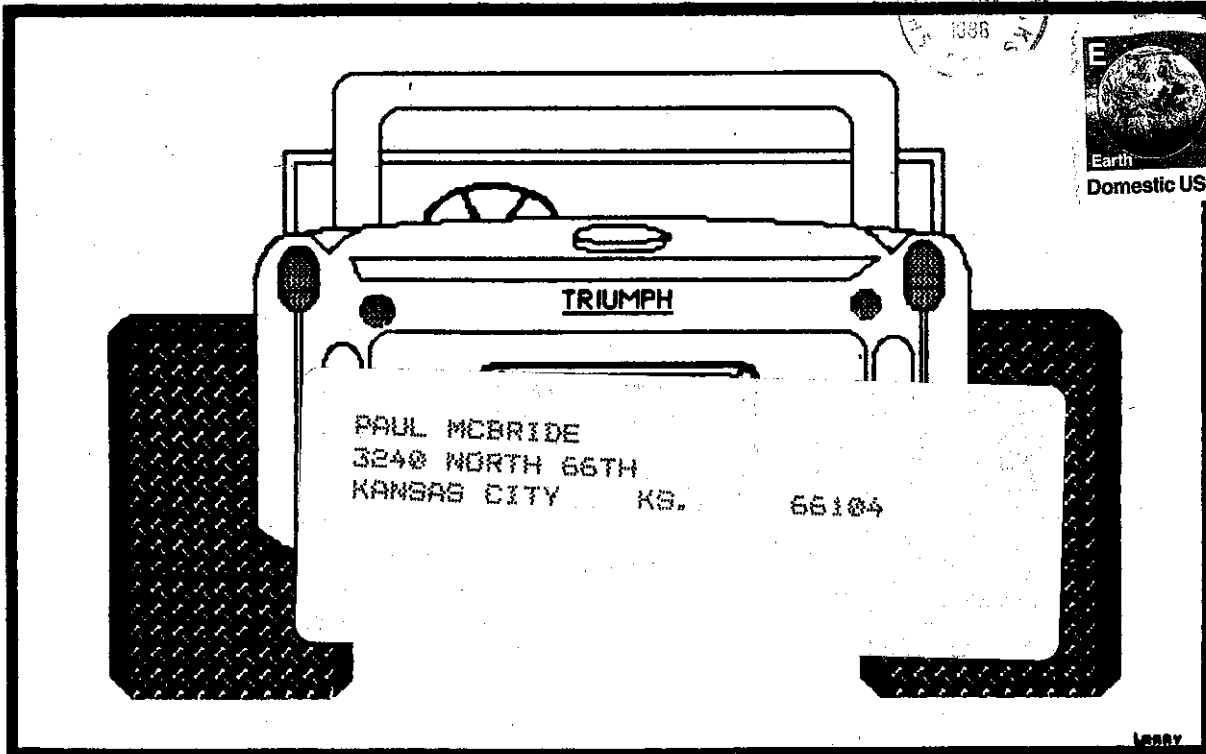


NEWSLETTER

VOLUME X ISSUE 5

MAY 1988

8221 W 101st ST. OVERLAND PARK, KS 66212



# FOR YOUR INFORMATION

# TECH TIP

During the second week of March, General Motors made the announcement that as of the end of the 1988 production year, the Pontiac Fiero will be discontinued. In a way, this a loss to the sporting car enthusiast. Debuting in 1984, The Fiero was originally conceived as a small inexpensive sports car in the same vein as our Triumphs. Due to corporate whims, it was produced under the idea as a small commuter car that used plenty of parts off the shelf (just like the TR7). Once the Fiero was in production, small changes in it's design were made each year to improve it's sporty nature.

In 1984 it paced the Indianapolis 500, wearing new spoilers and flares to improve it's looks. In 1985, it received a V-6 engine that complimented the new bodywork. In 1987, it received a much needed Getrag designed 5-speed for it's V-6 powered cars. 1988 saw the Fiero receive a 100 million dollar (I'm not exaggerating) suspension which (according to Car magazine reviews) transformed the car into a true sports car. But all these improvements weren't enough to save the Fiero.

The initial 1984 production run was riddled with design and build flaws that haunted the car. Bad engines, fires, and faulty electrics gave the Fiero a curse. Sales that were at first phenomenal became dismal, and now the car that was to be build along side the Corvette in the 1990's is no more. Now the 1988 Fiero is almost in no way the same car as it was in 1984, yet what is now an inexpensive American sports car, will be now longer as of the middle of summer.

Something for you to think about. A strange thing is happening to the prices of the old sports cars. It started with Ferrari. A few years ago, the average person could actually own a V-12 Ferrari for under \$20,000.00. Sure, it was used (about a mid-1960 vintage) and it wasn't as dramatic as a Testa Rossa, but it was a Ferrari. Now these same cars are going for over \$200,000.00. Ferrari blatantly admits that it is selling it's stunning new F-40 for \$250,000.00 because it can get away with it. Sure they could sell it for half of that price, but why when the same car will appear on the used market for what they are now asking in a few week after it's delivered.

Jaguar XK-E Coupe and Roadsters are headed for that territory. A Coupe is still "reasonable". Experts have predicted that the Roadsters will be able to fetch around \$100,000.00 near the beginning of the 90's. BMW's, Mercedes's and Porsches are not going for what they used to. A cheap sports car isn't cheap anymore!

What I'm getting at is this point. There is cause and effect. Because the prestige marguees are increasing in value astronomically, this must have an effect on the middle and lower end of the market. Although your TR6 or Spitfire will probably never see a selling price of \$100,000.00, it might be able to claim a very nice price in five or six more years because everything else has been placed in such a higher price bracket. Think about it.

This month's tech tidbit concerns the TR7. Since summer is just around the corner, and we all know that sevens are well known for overheating, here is a little tip that I learned last year. Hopefully, your TR7 is one of the models equipped with air conditioning. If it is not, there are plenty of sevens in junkyards were you can acquire the parts to modify your non-air equipped seven to this little improvement.

To help dissipate the heat from the air conditioning system, Triumph placed a pair of very efficient electric fans in a shroud in the front of the car. The fans were electronically controlled to turn on whenever needed by the air conditioning system. When I got my seven, the air did not work, and because of the complexity of the electrics that made it run, I re-wired my system to a much simpler system. While I was doing this, I re-wired my fans to enable them to be turned on at my discretion. I now have a two position switch on my console where my big pull knob was for the air previously. I switch it up to get just the fans and I switch it down to get air conditioning with the fans helping to cool the system down.

I really can't give you expert advise on how to wire these fans up. If your air system is working to factory specification. By looking at the factory wiring diagrams, a simple switch assembly that would move the fans from off the air system and on to their own power source should be all that is needed. I do have one word of advise. These fans take a tremendous amount of energy to work. Thin cheap wire will not work and could prove to be dangerous. In a short time the wires would heat up to a point of melting the plastic coatings leaving the bare wires to touch anything around them. Should you try this please use a heavy gauge wire.

Those of you who would be trying this on a non-air car could go to a junk yard to get the entire fan assembly. Thanks to modern assembly procedures all the fittings to secure the fans on the car should already be in place waiting for it to be bolted in. Once installed in the car, all that needs to be done is to get a wire run from the battery into the cockpit to a switch that turns the fans on and off. Then run the wire to the positive side of the fans. Take the negative wires from the fans, and secure them to a very good ground. That's all you have to do.

Once this is installed, this will enable you to be able to endure "city traffic" much better. on warm days, in slow traffic, just flip the switch and watch the engine temperature drop. Mine would drop as much as 40 degrees! It was like running in winter. And when the air conditioning was on, the drop was no where near as great, but it did get plenty cold in the cockpit.

# THE ANSWERS

How did you do? In case you could not answer Hugh's questions, here are the correct responses:

- 1: The Thrust washer would be green in color
- 2: In April of 1959, the Herald replaced the TR10.

## Answer to TERRIBLE TRIUMPH TRIVIA:

Ulster Automobile Club's 600 mile Tour of Ireland, 1987  
Also known as Circuit of Ireland Retrospective  
The driver was Scottish and finished with "one wheel-  
base shorter than the other and wreathed in steam".

# LETTERS TO THE EDITOR

# LNRST

# AND A VOWEL

# A

# TRIUMPH TRIVIA

This month's Triumph Trivia begin's Hugh McAleer column which is sure to confound even the most avid Triumph fan. This time around, Hugh has given us questions to ponder that are sure to make you wonder. The answers are listed elsewhere. Good luck.

1. On the TR6 Transmission, what color is the 1st, 2nd, & 3rd speed gear thrust washers, when the 0.125 - 0.121 in. thickness washer is fitted?
2. In what month and year was the Triumph Herald introduced and what car did it replace?



## TERRIBLE TRIUMPH TRIVIA QUESTION

What event was this TR-4 competing in when it slid off and hit a rock? What was the nationality of the driver? Did the vehicle finish?



# FOR YOUR INFORMATION

It's being called the Deal of the Decade. The British Government has sold the Austin Rover Group to British Aerospace (Bae) for a song, if not a steal. In the agreement, yet to be approved by the European Commission, EEC, the government will pay off 1.48 billion pounds worth of debt that Austin Rover has accumulated and then British Aerospace will be the company for 288 million pounds.

Other bids were not solicited. The deal still needs the approval of the EEC, but a good sign that will happen is that it gave approval to a similar deal when Renault was sold to private industry. Now Bae may soon own the rights to the names of Austin, Rover, MG, Healey, and Triumph.

# FLASH

NEW MEMBERS!

THON AND MONIQUE BASOM 913-649-1244  
RICHARD AND ANN WOODY 816-781-1870  
JOHN AND NANCY MAAS 816-452-9097  
WES COURTER 816-836-8686  
JACK TURNER 913-268-4401

WELCOME!!!

## MORE COMING EVENTS INFORMATION

JAGUAR CONCOURS D'ELEGANCE was not in May. It will be held July 26th at the Country Club Plaza. Contact Bob Gilmore at 341-0674 for information.

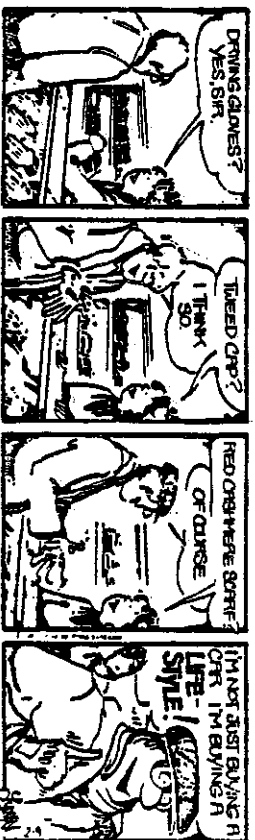
VTR NATIONAL IN DALLAS, TX August 11-14. See letter this newsletter for info. Contact T.R. Wilson if you're planning to go. 796-9104.

ST LOUIS CAR MEET September 10-11. More later.

DOWNTOWN OVERLAND PARK BUSINESS ASSOCIATION ANNUAL FALL FESTIVAL PARADE is on Sept. 24th. This locally televised event expects over 130 entries this year.

This would be a great opportunity to let the world know we love our cars and drive them. And who wouldn't love to ride in a parade? Let T.R. Wilson know if you're interested in driving your vehicle in this event. 796-9104. (You can ask for Tom instead of T.R., since I usually answer the phone!)

### For Better or Worse



PAST EVENTS

**GALLATIN AND JAMESPORT MO TOUR - APRIL 23rd**

Nine cars and 16 people were treated to fabulous food and great scenic country. A beautiful day!!

**THE BRAILLE RALLY - MAY 14th**

Five Triumph members participated.... Marice Ballesteros came in second with her navigator. Ted Honig, Bill Unger were the other Triumph drivers. Leo Long also drove in the event and Thon Basom (one of our new members) was there in his Jaguar XKX!

**KC MUSEUM CONCOURS D'ELEGANCE - MAY 14 - 15th**

A showing of some of the most wonderful, beautiful older (mainly American) cars in this area.

**BRUNCH AND TOUR OF PARKVILLE - MAY 22nd**

Included in this event were 40 hardy souls from the Austin-Healy and Triumph Clubs. A good meal was enjoyed, and we got ready to walk around the little shops in Parkville - it was raining! And who could complain when we've needed rain so badly....so a few drove on home, some went back in the River's Bend, and a lot went on and walked around. Fun follows wherever we get together!

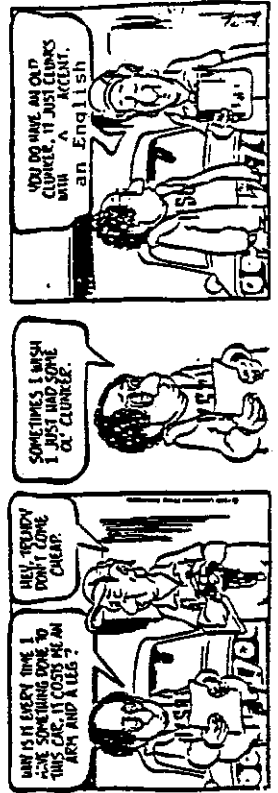
**SHRINER CAR SHOW - JUNE 5th**

Lots of cars on display, and lots of activities on this beautiful day!

**TOUR TO OZARKS - JUNE 11th**

Report next newsletter.

**Geech**



\*\*\*AUGUST 21st SUNDAY 3:00 P.M.

SWIM PARTY

BOB AND ESITHER WHITE'S  
8525 METCALF  
OVERLAND PARK, KS 66212

The White's have graciously agreed to host a swim party at their beautiful home. Plan to have a great time around the pool! Bring a snack, drink, suntan lotion and oh, yes, towel and swimsuit!!

\*\*\* SEPTEMBER 3-4 LABOR DAY WEEK-END

ALL BRITISH CAR AND CYCLE SHOW  
CROWN CENTER COMPLEX  
KANSAS CITY, MO

Registration brochures will be mailed in July to all those who were registered at last year's meet. If you need a brochure, contact Ted Honig at 361-9032 or 6835 CHERRY KC MO 64131. Or you may register at the show beginning at 6:00 P.M. Friday, September 2.

For the first time, we will be literally "covered" in case of rain at the Hallmark Parking Garage. Crown Center Hotel has offered a special room rate of \$59.00 single or double per night. (Children under 18 free when accompanied by an adult.) Plan to stay for the dinner dance Saturday night and enjoy the activities in and around Crown Center.



1988  
TEXAS TRIUMPH ROUNDUP  
DALLAS/FT. WORTH, TEXAS  
AUGUST 11 TO 14, 1988

Dear Triumph Enthusiast,

Thank you for your early interest in the VTR Texas Triumph Roundup. All of our plans are not firm as of this date, but the following should answer some of your questions. We have 200 rooms reserved at the Roundup headquarters, 5 minutes north of D/FW airport:

D/FW Airport Hilton & Executive Conference Center  
1800 Hwy 29E, Grapevine, Texas 76051  
(817) 481-8444 (Metro) 1-800-645-1018

Rates are \$45.00 per night for 2 adults, children free in the same room. Three adults in the same room are \$50.00 and four are \$55.00. These rates are good for Wed thru Sat nights, although we have only 50 rooms blocked for Wed night early arrivals. We recommend that you make your room reservations directly with the hotel as soon as possible.

Other approximate costs are:

Registration Fee (VTR Member): \$30.00 per family (\$35.00 aft 8/1)  
Registration Fee (Non-VTR Member): \$35.00 per family (\$40.00 aft 8/1)  
Thurs evening mixer/pool party: \$6.00 ea (\$4.00 for child 12 & under)  
Fri evening Dude Ranch dinner: \$15.50 ea (\$7.75 for child 3 to 10)  
Sat evening awards dinner: \$15.00 ea (\$8.00 for child 12 & under)

A brief tentative agenda is as follows:

Thursday, Aug 11: 12:00 noon Registration opens  
2:00 pm Driving tour to Stockyards, Ft. Worth  
4:30 pm Pool party/mixer  
10:00 pm VTR board meeting

Friday, Aug 12: 8:00 am Autocross & fun-kanna events  
12:00 noon Rallye tour to South Fork Ranch  
1:30 pm TSD & gimmick rallies  
4:30 pm Western party at Austin Dude Ranch

Saturday, Aug 13: 9:00 am Line up for panoramic photo  
11:00 am Concours judging, shopping tours, etc.  
7:00 pm Awards dinner, Ken Richardson, speaker

Sunday, Aug 14: am Photos of winners; farewells

Plans will be complete and final registration forms available 1st March. We will keep your name and address on our mailing list and send you additional information as requested. If you have any further questions, please let us know.

HOPE TO SEE Y'ALL IN DALLAS AT THE ROUNDUP!

Yours truly,

Don Kauffman (214) 328-7918 (Dallas)  
Mike Hado (713) 937-9042 (Houston)

### DIRECTOR'S NOTE

Can you imagine the stories our Triumphs could tell? That first spin in the country, loving hands polishing and caring for every inch, a fine garage to live in, a boy and girl in the evening? And then maybe a few hard time - a little rust and wear and not driven too often until.....new loving hands see beneath the exterior to the potential. A new engine, a new body, a new interior and she's young again!!! Off for a spin in the country.

Treat yourself and your Triumph to a few good memories this summer!

T. R. Wilson

### EDITOR'S NOTE

Two months between newsletters sure goes by very quickly! Thank you to Margaret Luthy, who has volunteered to assist with typing the newsletter! We also need one telephone committee volunteer. It would involve calling 10 - 12 members when needed. And as long as we're asking, how about volunteering for a rewarding job as an officer of your Triumph Club for the next two years???

Joni Wilson

\*\*\*\*\*FOR SALE\*\*\*\*\*

TWO 6 CYLINDER TRIUMPH ENGINES. ALL OR PART.  
CHEAP!!! CONTACT TRIUMPH MEMBER MATTHEW QUESENBERRY.

737-1174

1988 OFFICERS

DIRECTOR T.R. WILSON Home 816-796-9104

ASST. DIRECTOR TED HONIG work 816-461-5085

SEC/TREASURER BOB AND MARILYN MCBEAN 816-361-9032

8221 W. 101st St.  
OVERLAND PARK, KS 66212

NEWSLETTER JONI WILSON 816-796-9104

18600 E. INDEPENDENCE AVENUE  
INDEPENDENCE, MO 64056

PHONE COMMITTEE

TED HONIG

DENNIS HEARLY

LARRY MOKORSKY

BILL UNGER

T. R. WILSON

PUBLICITY JIM BRADY AND CYNTHIA YIN

816-587-6754

COVER ARTWORK LARRY BIRKS

1988 CALENDAR

JUL 16 PICNIC AND THEATER - SHAWNEE MISSION PARK

JUL 26 JAGUAR CONCOURS D'ELEGANCE - PLAZA

AUG 11-14 VTR NATIONAL - DALLAS, TX

AUG 21 SWIM PARTY - BOB AND ESTHER WHITE'S

SEP 2-4 ALL BRITISH CAR AND CYCLE MEET

SEP 10-11 TED HONIG - CHAIRMAN 361-9032

SEP 10-11 ST LOUIS CAR MEET

SEP 24 OVERLAND PARK ANNUAL FALL FESTIVAL PARADE

OCT 2 CAR SHOW - LAWRENCE, KS

OCT 9 TOUR - LOUISBURG CIDER MILL

LARRY AND LINDA BIRKS

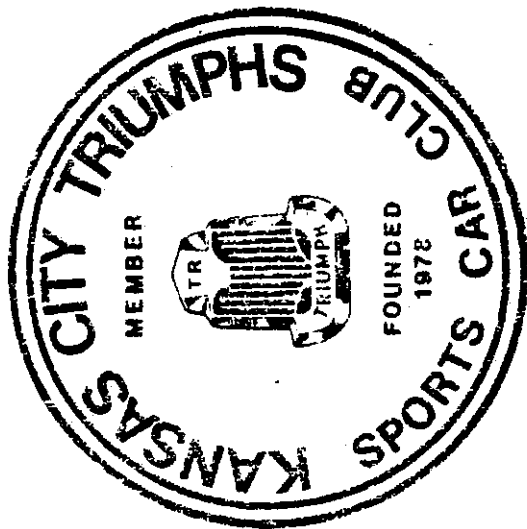
OCT 14-16 CAR SHOW - MEMPHIS, TN

NOV 12 KC TRIUMPH ANNUAL DINNER

ELECTION OF OFFICERS

UNDERLINED EVENTS ARE PLANNED BY AND FOR ALL TRIUMPH MEMBERS AND FRIENDS. OTHER EVENTS LISTED ARE FOR CAR ENTHUSIASTS IN GENERAL, BUT YOU'LL ALWAYS FIND

A TRIUMPH!!!

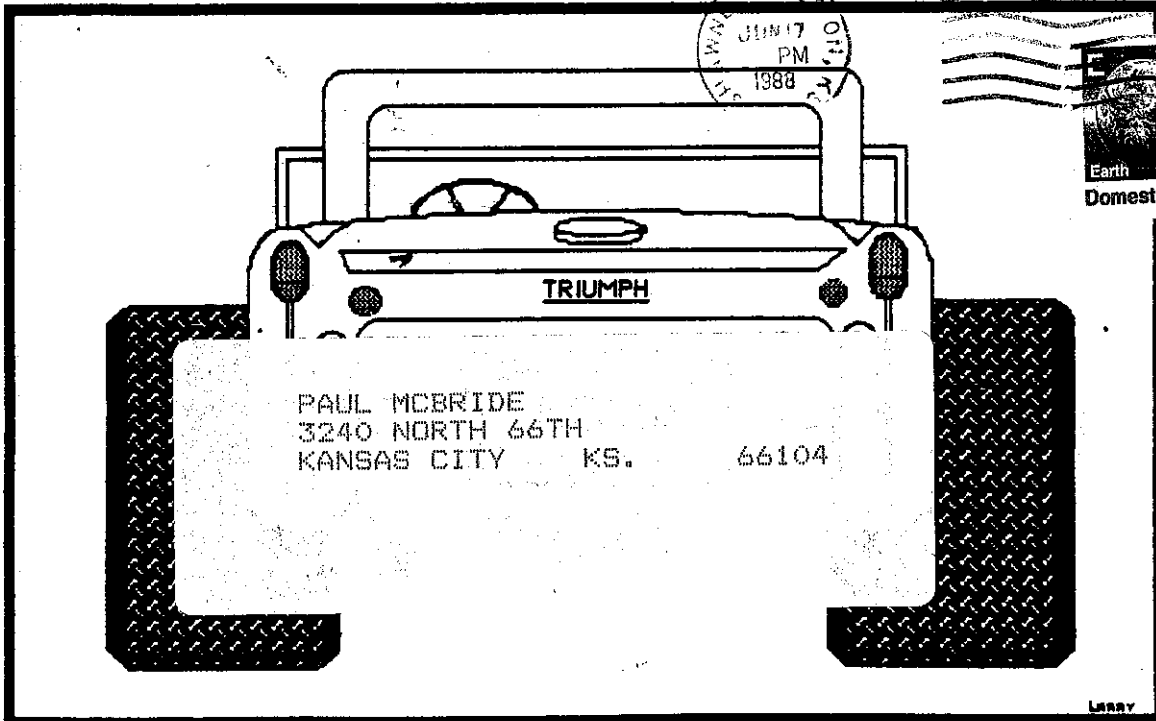


NEWSLETTER

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8221 W 101st ST. OVERLAND PARK, KS 66212



LARRY