

NEWSLETTER

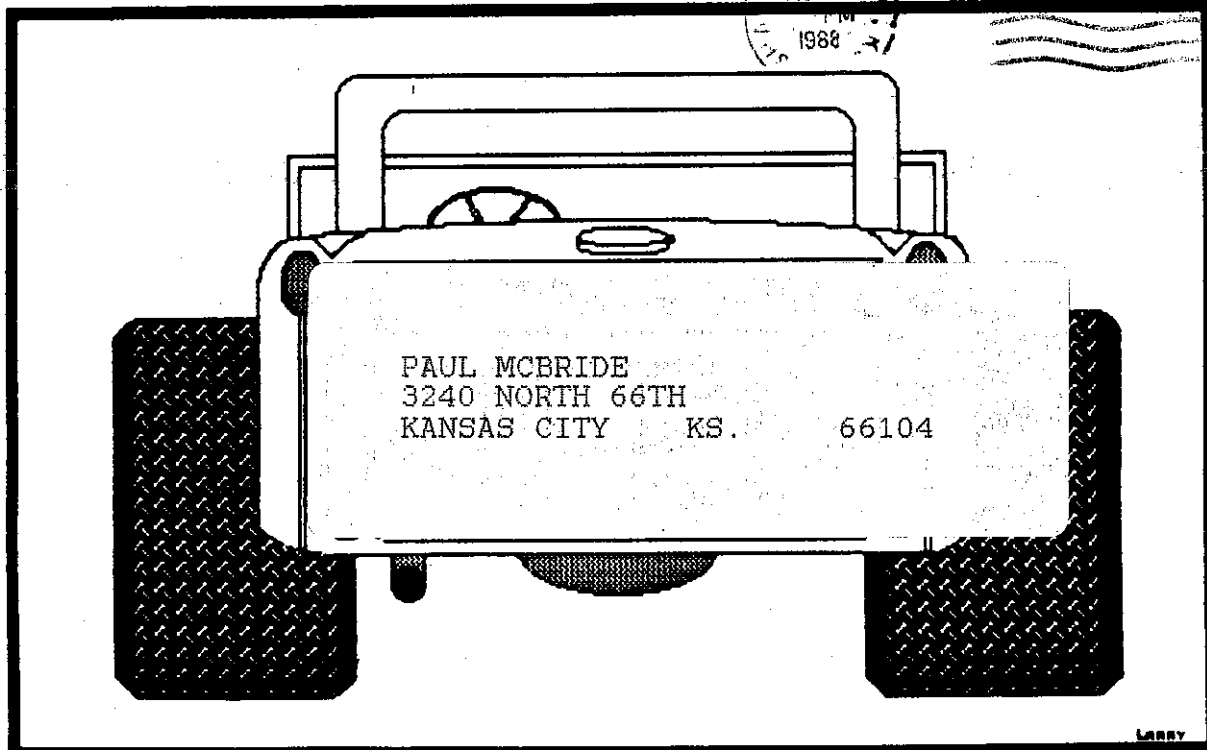
VOLUME XI ISSUE 1

SEPTEMBER 1988

8221 WEST 101ST ST., OVERLAND PARK, KS



Broadway 1980s
25 USA



LARRY

1988 OFFICERS

DIRECTOR	T. R. WILSON	816/796-9104
ASST. DIRECTOR	TED HONIG	816/361-9032
SEC/TREASURER	BOB & MARILYN MC BEAN	913/341-4124
NEWSLETTER	JONI WILSON	816/796-9104
PHONE COMMITTEE	WES COURIER	

TED HONIG
DENNIS HEARTY
LARRY MOKOFISKY
BILL UNGER

PUBLICITY
COVER ARTWODK
LARRY BIRKS
JIM BRADY & CYNTHIA YIN 587-6754

CALENDAR

AUGUST 21 SWIM PARTY - BOB & ESTHER WHITE'S
SEPT. 3-4 ALL BRITISH CAR & CYCLE SHOW
SEPT. 10-11 ST. LOUIS CAR MEET
SEPT. 24 OVERLAND PARK PARADE
OCT. 2 LAWRENCE, KANSAS CAR SHOW
OCT. 9 TOUR LOUISBURG CIDER MILL
OCT. 15 MEMPHIS CAR SHOW
NOV. 12 ANNUAL DINNER

BIRTH CERTIFICATE

GET A "BIRTH CERTIFICATE" FOR YOUR TRIUMPH. SEND YOUR CAR'S MODEL, COMMISSION AND BODY NUMBERS (AND ENGINE NUMBER IF YOU WANT) ALONG WITH \$5.00 EACH TO THE ADDRESSES SHOWN BELOW. IT'S FUN!

JOEL ROSEN	BRITISH MOTOR INDUSTRY
833 RAMPART WAY	HERITAGE TRUST
UNION BRIDGE, MD. 21791	ARCHIVE AND LIBRARY

CASTLE ROAD
STUDLEY, WARWICKSHIRE
B80 7 AJ
ENGLAND

ALLOW 8 - 10 WEEKS

ALLOW 3 - 4 WEEKS

ACCORDING TO THE FIRST NEWSLETTER VOL. 1, ISSUE 1, SEPTEMBER, 1978, THERE WERE 20 TRIUMPHS AND 50 OWNERS OF TRIUMPHS AT THE PICNIC. WE GATHERED UNDER THE TREES FOR AN INFORMAL DISCUSSION AND AGREED TO FORM A K.C. CHAPTER OF THE V.T.R. RICK TORRES OFFERED TO SET UP THE NEXT MEETING AND RALLY FOR OCTOBER 22, AT WHICH TIME OFFICERS WOULD BE ELECTED. DUES WERE ESTABLISHED AT \$5.00 PER YEAR.

WELCOME.....

WELCOME BACK TO KEN & KITTIE REGENNETTER

NEW MEMBERS

WESLEY GENE COURIER	531-7622
JOE & MARGARET SHAPLEY	829-0382

CHANGE OF ADDRESS

BILL & DEE UNGER, 10212 ROBINSON, OVERLAND PARK, KS. 66212

FOR SALE

1960 RED TR3A, 44,706 ORIGINAL MILES. OWNED 24 YEARS. NEEDS REPAINT, TOP & SIDE CURTAINS ARE WORN. \$4,000. CONTACT ROMA UNDERWOOD 831-1165

TR4 SURREY TOP. CONTACT TRIUMPH MEMBER ROBYN COBB, 913/238-6537, OR SEE AT THE 1988 ALL BRITISH SHOW.

TWO 6 CYLINDER TRIUMPH ENGINES. ALL OR PART - CHEAP!!! CONTACT TRIUMPH MEMBER MATTHEW QUESENBERRY 737-1174

TEN YEARS AGO COLUMN

PAUL MC BRIDE

THE FOUNDING OF "KANSAS CITY TRIUMPHS"

IN AUGUST OF 1978, THE TWO YEAR OLD VINTAGE TRIUMPH REGISTER HELD THEIR NATIONAL CONVENTION IN INDIANAPOLIS, INDIANA. HAVING RECENTLY SEPARATED FROM A FAILING MARRIAGE, I WAS PRIMED FOR THE ADVENTURE OF A 1,100 MILE TRIP IN MY '57 TR3. CHARLES BARR, A SPORTS CAR FRIEND, AGREED TO RIDE "SHOTGUN" SO WE SENT IN OUR REGISTRATIONS. IN THE RETURN PACKET WAS A LIST OF PRE-REGISTRANTS AND WE WERE DELIGHTED TO SEE THAT ANOTHER K.C. AREA V.T.R. MEMBER WAS GOING. CHARLES CALLED HIM AND WE AGREED TO MEET EITHER IN ST. LOUIS OR AT THE CONVENTION. HIS NAME WAS GARY DAVIS.

WE MISSED CONNECTIONS IN ST. LOUIS BUT AS WE PULLED INTO THE PARKING LOT AT THE INDY 500, GARY INTRODUCED HIMSELF. IT WAS THE BEGINNING OF A LONG FRIENDSHIP AND THE BEGINNING OF KANSAS CITY TRIUMPHS.

A COUPLE OF WEEKS AFTER THE CONVENTION WE MET AT CHARLES' HOUSE FOR AN ORGANIZATIONAL SESSION AND MADE PLANS FOR A "GET ACQUAINTED PICNIC." GARY PUT TOGETHER A FLIER AND A COVER LETTER WHICH WAS MAILED TO ALL KNOWN TRIUMPH OWNERS. WE ALSO PLACED FLIERS ON EVERY TRIUMPH WE COULD FIND, RAN ADS IN THE NEWSPAPERS AND CONTACTED REPAIR SHOPS AND DEALERS. (YES, VIRGINIA, THERE WERE TRIUMPH DEALERS.)

THE PICNIC WAS HELD SUNDAY, SEPT. 17 AT BENJAMIN TRAIL TOWN, 87TH & I-435. GARY AND I (CHARLES' INTEREST WAS BEGINNING TO WANE) WERE ASTOUNDED AT THE TURNOUT OF SUPER PEOPLE AND TRIUMPHS. MANY OF THOSE PEOPLE WERE TO BE INDISPENSIBLE TO THE SUCCESS OF OUR CLUB AND ARE STILL MEMBERS:

- GARY DAVIS - NEWSLETTER EDITOR
- SECRETARY/TREASURER 1978 - 1982
- DIRECTOR 1983 - 1986
- BRENT & PATTY HARRISON
- PAUL MC BRIDE - DIRECTOR 1978 - 1982
- RICHARD & VIRGINIA PEAK
- NEWSLETTER EDITOR 1983 - 1986
- KEN & KITTIE REGENNETTER
- RICK TORRES - ASST. DIRECTOR 1978 - 1982
- BOB & ESTHER WHITE

DIRECTOR'S NOTE

OUR VISITING FRIENDS REMARKED WHAT A GREAT CAR THE TR4 MUST BE. AS PROUD AS A NEW FATHER I REPLIED AFFIRMATIVELY; THEN AS SHARP AS A KNIFE HE SAID, "BUT THEY BREAK DOWN A LOT, DON'T THEY?" MY PRESSURE BEGAN TO RISE, MY EYES WERE BULGING, FISTS CLENCHED, CUT TO THE CORE, I REPLIED "AND THEY'RE SO MUCH FUN TO WORK ON...."

....GIVE ME A REAL CAR ANY DAY." OUR "OTHER" CAR HAS BEEN IN THE SHOP AT LEAST HALF A DOZEN TIMES THIS YEAR - STRANGER'S HANDS ASSESSING ITS ILLS. BUT MY TR KNOWS THE TOUCH OF ONLY ONE SET OF HANDS. WE'VE SHARED THE SAME GREASE, OIL, GAS AND WAX ON BOTH OUR BODIES. WHAT A THRILL - AND NO OTHER LIKE IT.....THINK I'LL GO SEE IF THE OIL NEEDS CHANGING YET.....

T. R. WILSON

EDITOR'S NOTE

THANK YOU TO WES COURIER FOR BEING ON THE PHONE COMMITTEE. AND YOU'RE NOT SEEING DOUBLE - THE WES COURIER LISTED AS A NEW MEMBER THIS MONTH IS HIS SON.

PLEASE BE SURE TO READ THE NEW TEN YEARS AGO COLUMN ON THE BACK PAGES - IT WILL BE A REGULAR FEATURE FOR A WHILE.... SEE YOU AT THE ALL BRITISH.

JONI WILSON

A New Triumph?

While reading the San Jose "Mercury", I was surprised to read that the British are building a new "Triumph".

However, this mode of transportation may be a bit out of our financial range at \$466 million! Yes, "Triumph" is the name of their new Trafalgar-class submarine. The reason it was written up in the newspaper was that someone, someone at the Vickers Shipbuilding and Engineering Ltd. had welded a large section of the vessel into position UPSIDE DOWN. This little goof will cost about \$1.86 million to correct.

"I don't think anyone can remember quite such a blunder," said an unidentified employee. "This isn't a reflection on the Triumph sports car, I hope."

Ann Bush

COMING EVENTS

AUGUST 21, SUNDAY 3:00 P.M.

SWIM PARTY

BOB & ESTHER WHITE'S

8525 METCALF

OVERLAND PARK, KS. 66212

PLAN TO COOL OFF WITH A DIP IN THE POOL AND THEN HAVE A LITTLE DIP WITH SOME CHIPS AROUND THE POOL. BRING A SNACK AND DRINK.....

SEPT. 3-4 LABOR DAY WEEKEND

ALL BRITISH CAR & CYCLE SHOW

CROWN CENTER

KANSAS CITY, MO.

THIS YEAR'S SHOW PROMISES TO BE A FANTASTIC WEEKEND! PLAN TO RESERVE A ROOM AT BEAUTIFUL CROWN CENTER AND ENJOY THE LUXURIES OF THE COMPLEX. THERE WILL BE BRITISH CAR ENTHUSIASTS TO MEET, AND CARS AND CYCLES TO OOH AND AAH ABOUT. BE SURE TO GET YOUR RESERVATION IN FOR THE DINNER DANCE TO BE HELD SATURDAY EVENING.

PLEASE SEE THE REGISTRATION FORM PRINTED IN THE MIDDLE OF THIS NEWSLETTER FOR MORE DETAILS.

OCTOBER 9, SUNDAY 10:00 A.M.

LOUISBURG CIDER MILL TOUR

LARRY & LINDA BIRKS

LOUISBURG, KS.

BRING A COVERED DISH AND MEET IN THE STUDEBAKER PARKING LOT AT I-435 AND METCALF AT 10:00 A.M. WE WILL TOUR TO THE CIDER MILL AND SEE THE SIGHTS.... THEN PLAN TO BE AT THE BIRKS FOR PICNIC LUNCH ABOUT 1:00 P.M.

One thing does lead to another...

by Mike Jacobson

(Reprinted from No. California/Motorist Chapter, Nov/Dec '87 Issue)

Some days it doesn't pay to try to take care of your car....

Last Saturday I had a bunch of errands to run, with the farthest being fifty miles away. Before I left I thought that I should check the transmission oil level, since the transmission had been leaking. So I went through the usual drill, pull the car into the garage, crawl into the footwell, extract the dipstick. Sure enough, it was down to the LOW mark. Back out of the car and get the oil bottle with the piece of plastic tubing on its nozzle, so I can reach the filler hole. Back into the car. Guide the tube into the transmission. Squeeze the bottle for what seems like long enough. Pull the bottle back. Oh-oh. Where's the tube?

I crawled out and looked under the car. No tubing, but I found all the oil! Back into the car to roll it out of the garage and onto the sidewalk so I can clean up the oil. Besides being slimy, gear oil also smells bad. (Yes, I know it's the wrong weight.) I finally got the oil cleaned up (Spray-o-Wash is a wonderful concrete cleanser) and crawled back into the car to retrieve the tube.

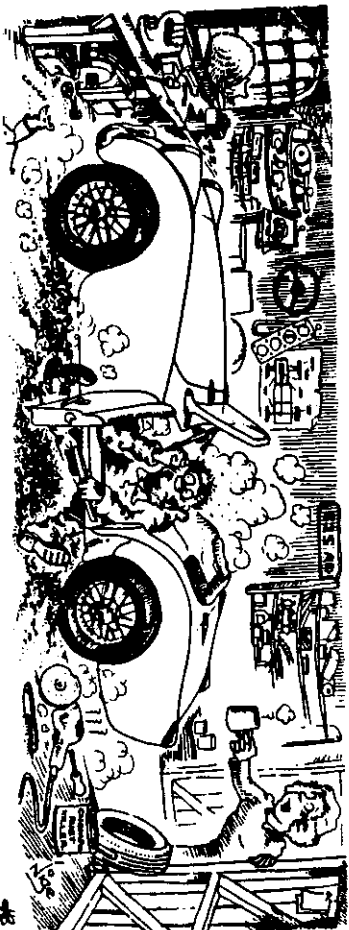
Good luck. I could see it down in the transmission case, but no matter what I tried, I just didn't have enough room in the footwell for an eyeball. A flashlight and a piece of wire to fish the tubing out with. But I could tell that if the tunnel was out of the way I'd have enough room to work. Fine, then, I'll take out the tunnel. After all, I had it out just before 67-12 so it couldn't be rusted in yet.

You know, it is interesting how the human mind forgets pain and difficulty. None of the floorboard screws had rusted up, true, but removing the carpets, seats, shift lever, floorboards and tunnel was a much more involved process than the one that I thought I remembered from only three months ago. Anyway, once the tunnel was out I had plenty of room to work, and had extracted the tube in no time.

Now I had a workable transmission again, but no interior around it. Well, before I put the floor back in, I really ought to change the exhaust manifold/pipe doughnut, because it needs it. I have a new one, and it sure is easy to get to with the toolboards out of the way. And while I'm doing that, I ought to go ahead and finally make a strap to fit between the pipe and the bellhousing, so the pipe won't shake so much and eat up the doughnut. And now that I have the pipe out, I see that there is a hole in the muffler that I should patch. And if I'm going to fix the exhaust system, I really ought to pull off the carbs and make some brackets to hold the heat shield together, since it is almost cracked in two. And since I noticed an unpainted ring around the driveshaft where the seatbelt brackets bolt to the tunnel (my 67-12 Mystery Noise!), I should saw off the ends of the bolts so they won't buzz the shaft when the axle gets crazy. And while I've got the seats and boards out, I ought to install the seat frames Neil sent me. And of course I should replace the cover gaskets where the transmission has been leaking, since that's what started this whole mess.

I ended up doing all of those things, but I got done just before dark, so none of the errands were taken care of. I'll just have to do them next Saturday.

But I will not check the transmission oil.



How you finished removing that bit of rust in the floor, dear...

TRIUMPH TRIVIA

Was the carpet originally loop or cut-pile?

Triumph carpet was of both constructions: remember that the color should be the same as the rest of the interior.

What kind and color of paint was used on the center instrument cluster panel?

Not all Triumphs had the panel painted. TR2's and some 3's were covered with vinyl the same color as the rest of the dash. When painted, it had a fine wrinkle and was black. This texture can be easily reproduced with a light coat of wrinkle paint at auto accessory stores and a high wattage hair blow dryer.

How many spokes should the wire wheel have and what color should they be?

Most TR wire wheels had 48 spokes, but as an option 60 spokes were available. All 48 spoke wheels were silver-grey in color. Sixty-spoke wheels could be purchased in silver-grey, chrome or primer which means they could be painted body color.

Which front emblem was correct for my TR?

The TR2 had a red & black emblem with "TR2" at the top and "Triumph" at the bottom. The TR3 had a red & black emblem with "TR3" at the top and "Triumph" at the bottom. The TR3A

up to Commission No. TS-41874 was the same except that it didn't have "Triumph" written at the bottom. After TS-41874 the emblem was blue & white.

What do the letters L and O mean at the end of the commission number?

"L" stands for left-hand drive and "O" indicates that the car was equipped with overdrive.

What is the year of my TR?

This list cannot be held as gospel for dealers held previous year's cars for sale in the next model year.

1953	TS 1 to TS 27
1954	TS 28 to TS 3936
1955 (TR2)	TS 3937 to TS 8637
1955 (TR3)	TS 8638 to TS 8701
1956	TS 8702 to TS 13431
1957	TS 13432 to TS 22386
1958	TS 22387 to TS 36658
1959	TS 36659 to TS 59176
1960	TS 59177 to TS 80720
1961	TS 80721 to TS 83572
1962 & 63	TCF & TSF prefix cars

NOV. 12, SATURDAY
ANNUAL DINNER

OUR DINNER WILL BE HELD AT THE RODEWAY INN - SAME PLACE AS LAST YEAR. WE WILL PLAN ELECTION OF OFFICERS AND SPECIAL ENTERTAINMENT. NOMINEES FOR OFFICERS AND DETAILS OF THE DINNER IN THE NEXT NEWSLETTER.

MORE COMING EVENTS INFORMATION

ST. LOUIS CAR MEET SEPT. 10-11 IS AN MGA CLUB SPONSORED EVENT....BUT SEVERAL TRIUMPHS ALWAYS GO. ANYONE INTERESTED IN ATTENDING PLEASE CALL TED HONIG AT 361-9032, OR RON BEHM AT 888-0338.

THE OVERLAND PARK FALL FESTIVAL PARADE WILL BE SEPTEMBER 24. IF YOU WILL DRIVE YOUR TRIUMPH IN THE PARADE, PLEASE SIGN UP AT THE ALL BRITISH MEET OR CALL JONI WILSON AT 796-9104.

THE LAWRENCE CAR SHOW IN LAWRENCE, KS. IS OCTOBER 2ND THIS YEAR. OUR TRIUMPHS HAVE WON SEVERAL AWARDS IN THE PAST YEARS AND THIS IS ALWAYS A FUN SHOW TO ATTEND.

THE MEMPHIS CAR SHOW WILL BE HELD ON MUD ISLAND, A CITY PARK ON THE MISSISSIPPI RIVER AT MEMPHIS, ON OCTOBER 15TH. IT'S APPROXIMATELY 500 MILES TO MEMPHIS VIA INTERSTATE - JUST A GOOD DAY'S DRIVE. TED AND MARIANN HONIG WILL BE THERE THIS YEAR. CONTACT TED IF YOU'RE INTERESTED IN GOING....361-9032.

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BE SURE TO PICK UP THE FIRST ALERT HALON FIRE EXTINGUISHER THAT FITS IN YOUR CUBBY BOX. THIS IS AN ASPHYXIATING TYPE OF EXTINGUISHER AND COSTS BETWEEN \$20 AND \$25....AVAILABLE AT MOST OSCO STORES.

THANK YOU TO HERB MOORE FOR PASSING THIS SAFETY TIP ON TO US.

PAST EVENTS

OZARKS TOUR - JUNE 11TH:

28 TRIUMPH LOVERS SPENT THE WEEK-END ON THE LAKE. NO MOTORING PROBLEMS ON THE WAY DOWN ALTHOUGH I UNDERSTAND THIS WAS QUITE THE RACY BUNCH... JOHN & NANCY MAAS HAD THE COURTESY TO HAVE A FLAT TIRE AFTER THEY WERE PARKED AT THE LODGE... WE HAD AN ABSOLUTELY FABULOUS GRILLED PORK CHOP DINNER IN OUR PRIVATE DINING AREA. MANY TOOK A BOAT TOUR OF THE LAKE ON SUNDAY MORNING... THEN A FEW HARDY SOULS TOOK A CLOSE UP LOOK AT THE LAKE ON SKIS IN THE AFTERNOON. KALFRAN LODGE WAS MOST RECEPTIVE TO OUR GROUP AND THE ACCOMMODATIONS WERE VERY GOOD... IT WAS GREAT TO BE RIGHT ON THE LAKE AND ENJOY THE WATER CLOSE UP!

THEATRE IN THE PARK - JULY 16TH:

ANOTHER GREAT DAY TO BE NEAR THE WATER. IT WAS ONE OF THOSE HOT, HUMID DAYS... HAVEN'T THEY ALL BEEN LIKE THAT THIS SUMMER? WE HAD GREAT COMPANY AND GREAT FOOD. ABOUT 25 TR MEMBERS AND THE SAME NUMBER OF MG MEMBERS SHARED FOOD AND STORIES. A FEW STAYED ON FOR THE THEATRE BUT MOST WERE GLAD TO GET INTO SOME AIR CONDITIONING FOR THE EVENING.

DALLAS, TX. NATIONAL V.T.R. CONVENTION - AUGUST 11 - 14:
AT LEAST TWO TRIUMPHS FROM OUR CLUB WERE GOING TO GO TO DALLAS... MORE IN THE NEXT NEWSLETTER.

JAGUAR CONCOURS:

I SURELY HOPE IF YOU WANTED TO GO YOU DIDN'T DEPEND ON THIS NEWSLETTER'S DATES... IT WAS NOT IN MAY AS ORIGINALLY PRINTED, NOR IN JULY AS MENTIONED IN THE LAST NEWSLETTER. IT REALLY WAS JUNE 26TH... I THINK.

Meanwhile, at the same corporate giant.... Lotus has announced that it will use an Isuzu sixteen valve motor and transaxle as the drivetrain for the upcoming Elan. Isuzu employed Lotus to re-engineer it's Piazza (Impulse) and Gemini (I-Mark, Chevy Spectrum) automobiles. The new motor was part of that package.

There was talk of the new Loti being sold at Isuzu dealers in the states to help bring in more traffic in the Isuzu showrooms. Lotus has decided to seek it's own sales network. Currently only the stunning Spirit Turbo is available in the U.S., but will soon be joined by the Elan (that name may change) and their new supercar, the Etna. It is rumored that the new Etna will feature the Chevrolet LR-5 four valve per cylinder engine that Lotus engineered. The pricing strategy will put the Elan around \$20,000, the Spirit around \$60,000, and the Etna at over \$100,000. I've seen factory photos of the Elan. It is a beautiful car with a very rounded body.

The car that may not die. A few months ago, I told you that General Motors was ending production of the Fiero sports car. Production has probably ended by the time you read this, but the car may not be dead. Private entrepreneurs are inquiring about purchasing all manufacturing rights and the equipment to build the car from the good General.

As you may know, the Fiero's outer body is all plastic. The body panels are fastened to a rigid "driveable chassis". This chassis makes a wonderful base for all sorts of "kit cars". Zimmer Motor Vans builds an absolutely gaudy Fiero that they market assembled for over \$25,000.00. Many of the body kits replicate Ferrari 308 and 512BB sports cars. They do transform the car into a beautiful machine. Pricing of the do it your self kits start around \$8000.00. With cheap Fieros springing up, they are quite lucrative to make, even if the early Fieros drove like trucks.

Of the interested parties, a Canadian firm with backing from the Canadian government and a Louisiana firm with backing from the state, want to buy the manufacturing equipment and move it to their own locations for production to restart. To my knowledge, this would be the first time that a major automobile manufacturer has sold all interests in an entire car to an outside party. This may get interesting.

FLASH Production has started on the TR4,250,6 frames by British Motor Heritage that I mentioned just a few paragraphs ago. This late breaking news came to me courtesy of ~~Alto~~ ~~Wolfski~~. In the same article, it was stated that the next body will most likely be the Austin-Healey roadster. Well so much for my money.

Geach



For Your Information

Making M.G.s

Something wonderful is happening in England. They are making M.G.B.s again, at least in spirit. British Motor Heritage, the division of the Rover Group, whose responsibility is to keep our British loves chugging away has begun to manufacture whole body shells for the M.G. that was built for almost 19 years. Initially, only one of the bodies (the pre-bumper car look) is being built. Plans include to extend the manufacture to all years of the B. Rust of the body has claimed many British cars and sent them to an early grave. This new service was established to prevent this premature death.

This new service was envisioned over two years ago. The original body dies were found behind one of the old M.G. factories. To the surprise of everybody, they were not in that bad of condition. New dies were made to replace the dies that were not found or were in bad condition. O.E.M. suppliers were contacted to re-manufacture parts for the body shells. Early this year, they were making M.G.s again. For the most part, the bodies are built by hand, but new machine welding techniques are used as well.

For those of you who are worried about people bringing in these born-again M.G.s into concourse d'elegance events as "original condition" cars, don't get upset. To keep this from happening (or to keep people from building "new" M.G.s), the new bodies are marked in places that cannot be altered without noticeable damage with an identification that the body is not the original for the car.

At current exchange rates, the new bodies are available in England for about \$2,000.00. Other new bodies are being planned (my money is on the TR6 next) along with other factory "reproduction parts". My sources (who remain nameless) say that a factory TR4-250-6 frame is in the works.

Cats Pounce on Porsche

For the first time on 31 years, Jaguar's big cats sat proudly in the winner's circle as they won the 24 Heures Du Mans, Circuit de la Sarthe, in LeMans, France. Jan Lammers and Andy Wallace in their XJR-9LM won first place, leading the second place Porsche by two minutes. Of the five cats that started, two withdrew to mechanical problems, while the other three cats claimed first, fourth, and sixteenth.

There was no report on what team won the Durand Cup. The Durand Cup won by the Standard-Triumph Motor Company in the early Sixties is now awarded annually as the Ken Richardson Challenge Trophy for the most sporting Triumph in attendance at the annual Vintage Triumph Register National Convention.

Drive today's Chevy, Drive Tomorrow's Geo.

In a move to give Chevrolet it's all American look and feel again, General Motors announced that all of the imported models now sold under the Chevrolet name will be rebadged under the new name of Geo. Geo was chosen for it's worldwide selection of cars (although all are of Asian origin). Dealers will be encouraged to build separate buildings to house Geo Sales forces.

Geo will be introduced to the public this fall with the introduction of the Suzuki-Chevrolet utility truck, the Tracker. The Sprint, Nova and Spectrum will all become Geos in the next few years as they are redesigned. The Nova nameplate will be retired when Chevrolet's American built Corolla gets the same redesign the Toyota Corolla got this past fall. Geo will receive a small sports car in 1990 or 1991 that Suzuki has been displaying at car shows.

Fast Idle

BY MIKE JACOBSEN

Every now and again, I get a letter that has a little dig in it about driving in California. Usually very subtle, they go something like "Too bad your cars wear out so quickly, from being driven all year" or "The reason that there are relatively few cherry MGAs in California must be that you folks can't work on them in the winter like we can." Well, all is not sweetness and light on the Left Coast. We have our own set of driving hazards.

Some of them are the usual city hazards of piloting an MGA, like being invisible to the twelve ton buses or getting bounced out of the car whenever you hit an inner-city street crater. Some are peculiar to California, like getting sunburned in February because though you know that it was nice enough to put your top down, you didn't realize it was going to reach 87 today. And some are San Francisco's own. The classic in this category is to come up a hill in the dry sunshine, go over its top into wet fog, try to stop at the next corner, and slide into the intersection on the wet cable car tracks.

But the biggest nuisance, especially in San Francisco, is parking. And it isn't always just finding a place to park, either. The other day I left my car in a parking garage while a friend and I went to do some shopping. We weren't gone for very long and as usual it seemed to take longer to park the MG than to buy the stuff. Finally we headed out to the attendant's booth. I gave him the parking stub.

"That'll be a dollar twenty-five."
I pulled out my wallet and discovered that I only had a twenty, so I handed it to him.

"Sorry, I don't have that much change. You'll have to go upstairs and get some change."

No way am I going to back down the garage ramp, repair the car, go upstairs, three levels to a shop, have them break a twenty, come back down, and end up paying for additional parking. I suggested that he should get the change, since it was reasonable that he should be able to make change for a twenty, especially on a Saturday morning.

"Nope, I'm not allowed to leave the booth and no one else is working this morning."

OK. Wait a minute, here. Along with assorted pens, pencils, candy bar wrappers and the like, the MGA's doors hold a lot of change for bridge tolls and parking meters. Just let me rummage through here a minute... Here we go: three quarters, a dime, four nickels and twenty pennies. There!

"I can't accept all those pennies. Sorry."
Wait a minute, I say, what do you mean you can't accept pennies? They're regular US of A in God We Trust money. What's wrong with them?

"It's the rules. We aren't allowed to accept pennies. The bank only takes them if they're rolled up."

Well, roll them up then. That isn't my problem, that's yours. The pennies are legal tender. You don't have any choice about taking them.

"Nope. Pennies are only for paying taxes and odd amounts. I don't have to take any pennies for a dollar twenty-five."

Pennies are not only for taxes. They are for anything, and we don't have any other change in the car. Besides, it's a state law that a merchant must accept coins for payment, up to fifty of each kind of coin. You have to take the pennies.

"I'm not supposed to take pennies. It's the rules."

Where's the manager? I'd like to talk to the manager about this and see just how inflexible these rules are.

"Boss isn't here today. I'm it." I'll say. Hey, look at this temperature gauge. My car is going to fry if you just keep us sitting here.

"Too bad. No pennies, I can't take pennies. Go on upstairs for some change."

No. I think I'll switch off the car and wait here. There. Why don't you go get the change that you should have had in the first place?

"I can't leave the booth. Hey, people are starting to back up behind you."

I've got all day, now. You know, it really is a law that you have to take up to fifty of any sort of coin, even pennies.

"No way. I'm not supposed to — it's the rules."

I guess we sit until someone comes to relieve you, then.

By this time there are about half a dozen cars behind us and people are starting to honk. My friend volunteers to go get the necessary change, but I refuse to even consider. We sit a while, and then see a cop by. I decide to go out and flag him down to see if he can convince the attendant to accept the pennies.

Hey, Officer!

The parking attendant in this garage and I have a problem that we can't seem to resolve. He won't accept my money because I want to pay him in coins.

"Let's go see the attendant. Why won't you take this man's money?"

"I'm not allowed to take pennies. It's the rules."

Officer, there is a state law that a merchant must accept

coins for payment, up to fifty of each denomination. There're only twenty pennies here.

"Just a moment."

The cop had evidently never heard of the law, because he went outside to use his radio as if he was going to check. At least everyone stopped honking when they saw the cop. After a minute or two, he got back on the radio, and then came back to the parking attendant's booth.

"Gentleman's right. You have to take the money."

I dumped the coins on the guy's counter, and then went back to each of the cars lined up behind the MG. Then I got back into the MGA, and drove under the barricade while the attendant was still complaining to the cop. What did you say to all those people, my friend wanted to know. Did you apologize to them?

Not exactly. I told them that the trouble was that the guy didn't have enough change. I also said that he especially needed pennies...

BRITISH ALL MEET 7th ANNUAL CAR & CYCLE SEPT. 1988 KANSAS CITY

SATURDAY & SUNDAY, SEPT. 3RD & 4TH, 1988

LABOR DAY WEEKEND

CROWN CENTER HOTEL - GRAND & PERSHING, K.C. MO.

Let the good times roll at Crown Center

Vintage, Classic and New British Vehicle Display, Swap Meet, Sale Vehicles, Local British Vehicle Club information and membership applications will be available at club booths.

This is a free to the public, non-concours gathering of British vehicle owners to have a good time and promote the various British Marques and Clubs. A dash plaque/pin is guaranteed to all pre-registered vehicles and all vehicles registered are eligible for prizes and numerous awards by classifications.

Awards by Victoria British Ltd.



(In case of rain, event will be held in Crown Center Garage)

SCHEDULE OF EVENTS

Friday, September 2 - Welcome

6:00 P.M.-9:00 P.M. Registration

Saturday, September 3 - Activities Day

8:00 A.M.-2:00 P.M. Registration
9:00 A.M.-4:00 P.M. Swap Meet
10:00 A.M.-1:00 P.M. Autocross for cars
Field event for cycles

5:30 P.M.-7:00 P.M. Cash Bar

7:00 P.M.-9:00 P.M. Dinner in Ballroom
9:00 P.M.-12:00 P.M. Dance in Ballroom
40s, 50s & 60s Live Music
9:30 P.M. Autocross/ Field Event Awards

Sunday, September 4 - Show Day

8:00 A.M.-10:00 A.M. Registration
8:00 A.M.-3:00 P.M. Swap Meet
10:00 A.M.-3:00 P.M. British Vehicle Display
10:00 A.M.-1:00 P.M. Peoples Choice Voting
3:00 P.M.-4:00 P.M. Presentation of Awards

MEET REGISTRATION

Fee Schedule:

1st Vehicle \$15.00 Pre-Registration
1st Vehicle \$18.00 At Door
2nd Vehicle \$10.00 Pre-Registration
2nd Vehicle \$12.00 At Door

All additional vehicles \$3.00 each - Note: All vehicles in Display Area must be registered.

Swap meet Vendors \$15.00 each - Note: Vehicles not registered must be kept in Swap Area.

Dinner Party & Dance \$17.50 per person, \$35.00 per couple (seating for dinner limited to 250 people).
Main course - Chicken Breast Curacao.

Autocross \$5.00 per car
Field Events \$5.00 per cycle

All British Car & Cycle Association, Inc.
9223 W. 101st St.
Overland Park, KS 66212

HOTEL REGISTRATION

Westin Crown Center Hotel
One Pershing Rd.
Kansas City, Mo., 64108
Phone 816-474-4400

or
1-800-228-3000

Special Room Rates \$59.00 single or double plus tax. Rooms and rates are guaranteed until Aug. 18th, 1988. After that date rates and availability may vary. Please state: "All British Meet" (Children 18 and under FREE).

Make your reservations direct.

Call 474-4400 or Toll Free 1-800-228-3000

FOR INFORMATION CALL:

Mr. Ted Honig 816-361-9032 (auto.)

Mr. Jack Turner 913-268-4401 (cycle)

(Cut here and send bottom sheet with registration fee.)

REGISTRATION

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE NO. _____
CLUB AFFILIATION _____
YEARS AND TYPES OF VEHICLES
1. _____ 2. _____

1st Vehicle \$ _____
2nd Vehicle \$ _____
Other Vehicles \$ _____
Dinner Reservations \$ _____
Autocross - cars \$ _____
Field Events - cycles \$ _____
Total enclosed \$ _____

Please circle:

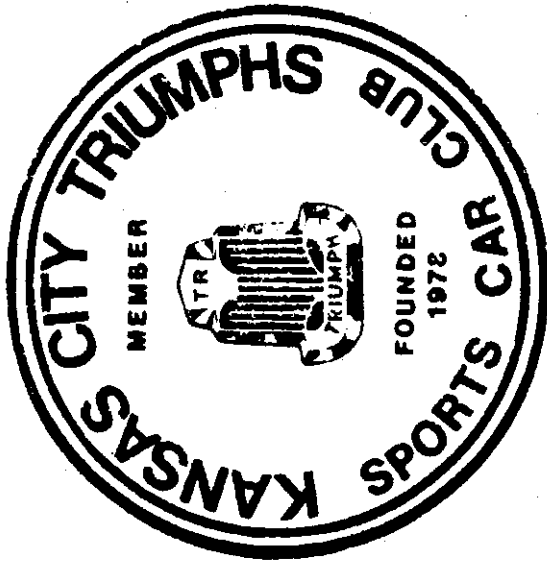
Crown Center Hotel Reservations **Yes** **No**
(Please note: you must make your own reservations.)

Hold Harmless Agreement

Whereas owner voluntarily enters his/her vehicle in the 1988 All British Car & Cycle Meet, it is agreed as follows: (1) That owner(s) will insure his/her vehicle against loss, damage and liability and will provide proof of such insurance being in full force and effect to All British Car & Cycle Association, and Crown Center Redevelopment Corp., Hallmark Cards Inc., Kansas City Parks Dept. (2) That owner(s) does hereby agree to indemnify and hold harmless All British Car & Cycle Association, and Crown Center Redevelopment Corp., Hallmark Cards Inc., Kansas City Parks Dept., its officers, agents or assigns for any acts or omissions which may result in the act, damage or destruction or injury occurring during or as a consequence of this event, wherever located. (3) That owner(s) in attending this event does so voluntarily and agrees and assumes the risk of any and all damage to his/her vehicle or of injury to him/her self.

Owner(s) signature: _____ Date: _____

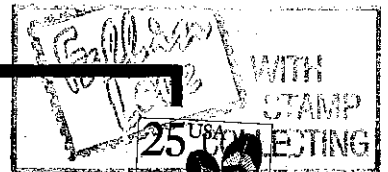
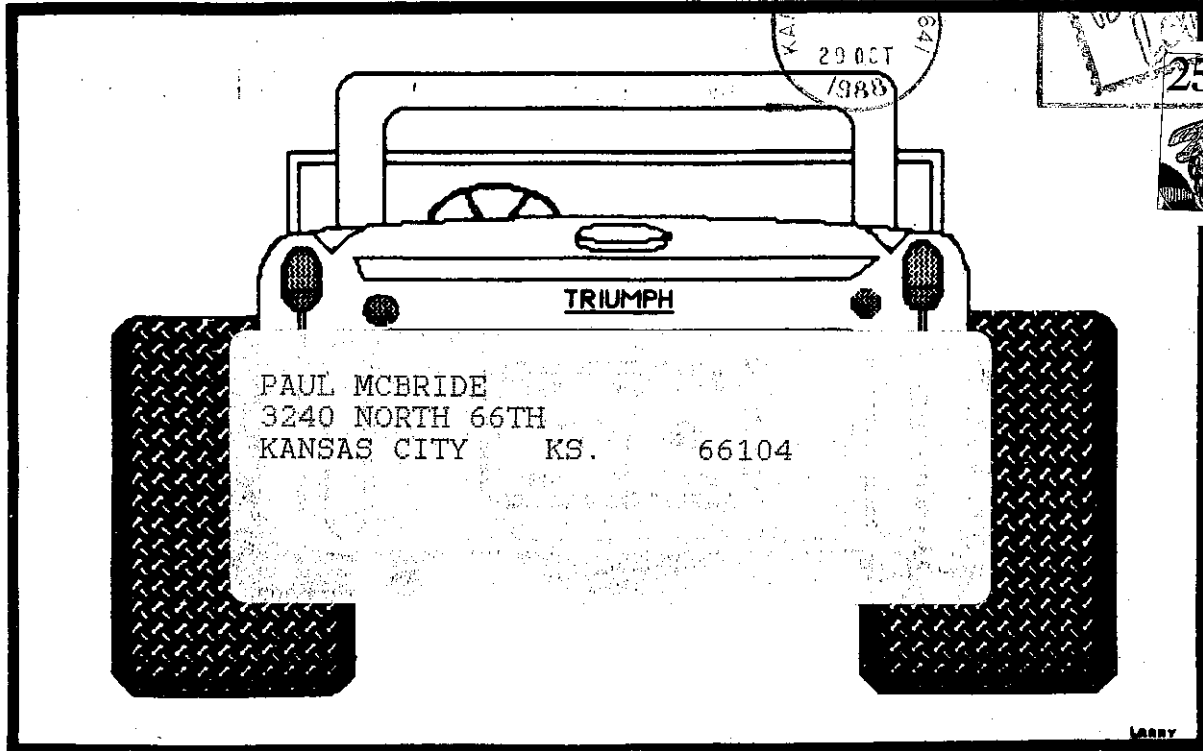
Vehicle Insured With: _____ Policy Number: _____



VOLUME XI ISSUE 2

NOVEMBER 1988

8221 WEST 101ST STREET, OVERLAND PARK, KS. 66212



1988 OFFICERS

DIRECTOR	T. R. WILSON	816 796-9104
ASST. DIRECTOR	TED HONIG	816 361-9032
SEC./TREAS.	BOB & MARILYN MC BEAN	913 341-4124
NEWSLETTER	JONI WILSON	816 796-9104
PUBLICITY	JIM BRADY & CYNTHIA YIN	587-6754
PHONE COMMITTEE:		
	MES COURIER	
	TED HONIG	
	DENNIS HEARTY	
	LARRY MOKOFSKY	
	BILL UNGER	
	T. R. WILSON	

COVER ARTWORK
LARRY BIRKS

For Better or for Worse



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

The Laws For British Sports Cars

Don Hayward
The Octagon - Winter 1967

Most of us are familiar with the physical laws thought up by Isaac Newton, the guy who invented gravity. He said things like "for every action there is an equal and opposite reaction", and "if you sit under a tree long enough, an apple will eventually fall on your head... provided you are sitting under an apple tree".

Isaac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough. He is also the reason why, even today, people who work in apple orchards often wear large, protective hats.

Newton's Laws made sense for hundreds of years, and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized that a whole new bunch of laws was going to be needed. Many distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man.

These eminent scientists, with names like Morria, Healy, Leyland, Mowog, and Murphy, shook the scientific community when they published their new theory of mechanical behavior called "THE LAWS FOR BRITISH SPORTS CARS". Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

1. LAW OF PECULIAR RANDOM NOMENCLATURE

"The name of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning."

This law explains why British cars always have spectacularly bad names like "XKE" or worse yet, "MGBGT".

2. LAW OF CRYPTIC INSTRUCTIONS

"Any book, manual, pamphlet, or text dealing with the maintenance, repair, or restoration of a British Sports Car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect."

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual: "Before removing the lower grumion bezels, you must remove the bonnet fascia and undo the A-arm nut with a #3 spanner." All attempts to publish an English language version of this manual have failed.

3. LOVE OF HARDSHIP LAW

"The more a British Sports Car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner."

You buy a British Sports Car. You have had it a year and a half and have replaced every item on the car at least twice. When the engine is started it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because "it is like part of the family" and besides "it is so much fun to drive". British Sports Car owners often stare into space and smile a lot. This is referred to as the "Foolish Person Syndrome".

4. LAW OF NON-FUNCTIONAL ATTRIBUTES

"All British Sports Cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis."
The famous Lucas Electrica Law.

5. RECENTLY DISCOVERED COMPONENT FAILURE LAW

"Any component of a British Sports Car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of the component's existence, when it shall instantly fail."

Case in Point: I have owned a rather nasty MGB for six years. I never knew there was such a thing as a "Gulp Valve" until I saw new ones offered for sale by Moss Motors. The next day while driving my MGB to work, the Gulp Valve fell off the engine and was run over by a truck.

I do not know what a Gulp Valve gulps, nor do I particularly care to know, since it sounds messy and dangerous. But I figured I would buy a new Gulp Valve and install it myself. One look at the shop manual and I decided to have somebody else install it (see LAW OF CRYPTIC INSTRUC-

TIONS, above).
While I'm driving the car over to the local repair establishment, I notice that the MGB is performing just as well as it ever did, and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. I figure this is due to the NON-FUNCTIONAL ATTRIBUTE LAW, which means that the Gulp Valve probably wasn't gulping anything anyway, so I decide not to replace it after all.

Three days later the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the LOVE OF HARDSHIP LAW, offered to take the car off my hands for \$100. I just smiled.

You are invited to the
Annual Triumph Dinner
November 12

Roadway Inn I-435 at Metcalf
7:00 PM Social Hour
8:00 PM Dinner
\$22.00 per couple

MENU

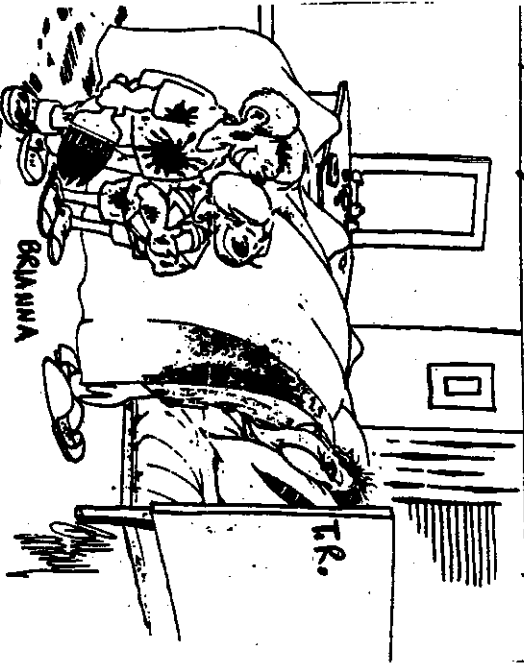
Medley of Fruit
Fresh Spinach Salad
Sliced Roast Beef with Espanol Sauce
Vegetable DuJour
Parsley Potatoes
Apple Pie
Rolls and Butter
Choice of Beverage

Games, Prizes, Video and
Approval of New Officers

Money must be received by Nov. 5th
in order to make reservation. No Refunds
Mail to: McBean's, 8221 W. 106th St. Overland Park
KS 66212

DIRECTOR'S NOTE

Upward from TRAILBLIN' TRIUMPHS July 88



**** TRISTAN**
"Happy birthday, Dad. We couldn't afford a present, so we got up early and painted your car for you."

*Popular Examples of Classified Ad Phrases
Along With Their True Meaning*

Phrase:	Translation:
Mechanic's Special	It'll take a mechanic to fix it
Concours condition	Just waxed
Clean car	Just washed
Sick, must sell	Sick of this car
low mileage	Always in the shop for repairs
\$6,999.99	Obviously \$7,000 is too much
Rebuilt engine	New plugs and points
Loaded	With useless gadgets that break
A true classic	Any heap over 5 yr. old
Priced to sell	What else--priced to keep?
Needs a little work	Bring low truck
Must see to appreciate	What a hard life it's had
Dealer demonstrator	Been driven by every inept driver in town

From Road & Track's "Used Car Classics"

Submitted by Bill Correll

EDITOR'S NOTE

LOOK INTO MY EYES.... YOU WILL FOLLOW MY DIRECTIONS.
GO GET YOUR CHECKBOOK - NOW! PAY YOUR DUES AND YOUR
DINNER RESERVATIONS - MAIL TO BOB & MARILYN MC BEAN
TODAY!

EVEN IF YOU PAID DUES IN SEPTEMBER, PLEASE FILL OUT
FORM FOR ROSTER - TO BE IN NEXT NEWSLETTER!

THANK YOU TO ALL PAST OFFICERS! APPLAUSE!!!

THANK YOU TO NEW OFFICERS TO BE ANNOUNCED AT THE DINNER
NOVEMBER 12TH.

JONI

...and then there was the octogenarian who took his TR to the shop for a lube and oil change, the equally mature mechanic ignored the customer's warning to "write it down or you'll forget it!". On completion of the work, the mechanic presented the customer with a bill for "plugs, points condenser" whereupon the impatient customer cried "I knew if you didn't write it down you'd forget to adjust the tappets".

HOW TO DRIVE

I T WENT ON the white driving from Los Angeles to San Francisco last week that there are an awful lot of people on the highway who don't know how to drive. I don't mean that they can't steer around large buildings or back out of the driveway without killing the postman; what I mean is, they've forgotten the basic rules.

Maybe ten many years of the recently repealed/restrained, 55-mph speed limit defiled their senses, turning once lively brains into just too much bean curd. Maybe watching network TV or trying to organize the sock drawer with the help of a home computer has sapped their vitality, grounding that divine spark that separates human beings from patio furniture. Maybe they're dead and somebody should call an ambulance.

Whatever it is, the standard has clearly declined these past few years. So I thought I'd point out a few fundamentals. These are not intended for *Road & Track* readers, who already understand. Rather, than preach to the converted, I'd like to militate a wider, if not necessarily deeper, public.

What I'm asking, in other words, is that you cut out this page and use it to leaflet the heathen. So as not to appear pushy, you might want to circulate it in subtle, non-confrontational ways: stick it on the refrigerator at work with colorful, cheerful, smiling magnets; substitute it for a place mat under your Uncle

(Reprinted from *Road & Track* April '88)

Bob's morning bowl of Fruin 'N' Fiber when he vanishes, slip it into the pocket of holding-tank disposal instructions in your grandparents' motor home; pretend to discover it among your papers at a Board of Directors meeting by acting surprised and exclaiming, "Say, here's an interesting item!"

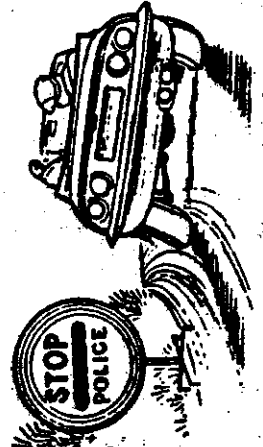
How ever you do it, I suggest you take a pair of scissors and cut off the preceding material, leaving only what follows:

HOW TO DRIVE

1. When you are driving on a freeway, you should stay as far to the right as possible. If you have inescapably gravitated to the far left lane, look to the right. Are other cars streaming by? Do their drivers appear to be muttering things? Have they been flashing their headlights in your rearview mirror? Maybe you should move over to the right. There you go. Now keep moving over until you find a lane where all your friends are (i.e., those who share your cherished belief in a nonlinear concept of Time, summed up in the sage observation that "Every one's in too much of a doggone hurry these days").

Yes, I know, you were going 55 in the fast lane, and that's all the law allows. Thank you so much for reminding me. For a minute there I'd forgotten we elected you to save our immortal souls. Now get out of the way.

2. At a 4-way intersection with four stop signs, it will eventually be your turn to go. When it is, please go. No, don't wave for me to go first, or inch into the intersection and then decide not to go and wave for someone else to go. Just please, go. The rest of us want to get home so we can catch up on the news; papers we missed and see the old neighborhood once more before we die.



'I'd give a lot to know which adjective they've censored out!'

3. When you suddenly apply your brakes in the middle of a street or highway, just before making a turn, you should indicate with your turn signals which way you plan to turn. That way the cars behind you—the ones with smoke pouring out of their exhausts—will know which way to wrench the wheel so as not to ruin everyone's car (I'd love to hear Martine Dietrich read that last sentence.) If some single, madly of the wrist prevents you from operating the turn-signal stalk, at least try not to lean left before going right, and vice versa. Using your turn signals for a lane change is a nice idea, too. It's important, however, to turn them off when you are done. A permanently flashing turn signal drives people mad and makes them think you are not paying attention. A lot they know, eh?

4. When you are at the head of a long line of cars waiting for a light to change, the weightful thing to do is to stay alert and watch the light as opposed to filling your cassette tapes in alphabetical order, twirling away unwanted facial hair, or wondering why young male BMW drivers often look like Elliot Ness.

Watch the light. People are depending on you. When it turns green, that's your signal. Take your foot off the brake and step on the gas. If you have a car with a standard transmission, you might want to actually anticipate the light and have your car in gear. Say, that would be fun, wouldn't it? Now you're cooking.

Once your car starts rolling, try pushing down a little harder on the gas pedal. This will reduce the dreaded accordion effect and virtually eliminate bumper damage among the cars behind you, whose drivers may find it impossible to believe that anyone outside the plant kingdom could possibly drive with so little verve. If some affinity of the ankle states depressing the gas pedal is impossible, have a component mechanic set your rpm up a little bit. In most cases, 7500 rpm is about right. Set your coffee cup down before engaging the clutch.

5. Always remember that if you are too drunk to undertrip, you are too drunk to drive.

PAST EVENTS

NATIONAL VTR CONVENTION: AUGUST 11 - 14:

FOUR CURRENT KANSAS CITY TRIUMPS MEMBERS ATTENDED THE CONVENTION THIS YEAR IN DALLAS, TEXAS; LARRY HALL, PAUL MC BRIDE, JIM BRADY AND CYNTHIA YIN. PAUL CAM HOME WITH A 2ND PLACE PLAQUE FOR CONOURS D'ELEGANCE. CONGRATULATIONS !!!

PLANS ARE BEING CONSIDERED TO HOST THE 1990 NATIONAL CONVENTION WITH THE OKLAHOMA CITY CLUB. MORE LATER.

SWIM PARTY: AUGUST 21:

A HOT DAY TO ENJOY A COOL POOL! ALL ENJOYED THE WATER, FOOD AND VISITING. THANK YOU BOB & ESTHER!

ALL BRITISH CAR & CYCLE SHOW: SEPTEMBER 3 - 4:

THIS YEAR'S EVENT WAS HELD ON THE CROWN CENTER COMPLEX AT HALLMARK. 250 CARS AND 20 CYCLES ENJOYED EXCELLENT WEATHER AT THIS SUCCESSFUL SHOW. THE DINNER-DANCE WAS ATTENDED BY 152 AND MANY STAYED THE WEEK-END AT THE CROWN CENTER HOTEL. A BOARD FINALIZATION MEETING WILL BE HELD SOON. ANY CHANGES OR IMPROVEMENTS YOU WOULD LIKE TO RECOMMEND SHOULD BE DIRECTED TO EVENT CHAIRMAN, TED HONIG, 361-9032.

THANK YOU, TED, FOR AN EXCELLENT SHOW!!!

ST. LOUIS CAR MEET: SEPT. 10 - 11:

RICK TORRES AND TED HONIG WERE THE ONLY TRIUMPHS TO TOUR TO ST. LOUIS IN THIS EVENT.

OVERLAND PARK PARADE: SEPT. 24:

FIVE TRIUMPHS DROVE IN THE PARADE ON A BEAUTIFUL DAY. KEN REGENITTER LED OUR GROUP IN HIS TR-2. THE HEARTY'S, AND THEIR 3 CHILDREN, WERE ALL IN THEIR TR-3.

LAWRENCE, KS. CAR SHOW: OCT. 2:

THE MODEL T FORD WAS THIS YEAR'S FEATURED CAR - BUT 3 TRIUMPHS FROM OUR CLUB WERE OUTSTANDING! TED HONIG, LYNN & SUSAN METZGER AND NEW MEMBER, LEO HARDZLIK FROM OLATHE IN HIS TR-4 WERE REPRESENTATIVES FROM OUR AREA.

CIDER MILL & PICNIC: OCT. 9:

A GREAT DAY AND WONDERFUL FOOD AND FRIENDS HIGHLIGHTED THIS DAY. THANK YOU TO LARRY AND LINDA BIRKS FOR THEIR HOSPITALITY IN OPENING THEIR HOME TO OUR CLUB!

MEMPHIS CAR SHOW: OCT. 9:

TED HONIG ATTENDED THIS EVENT IN HIS TR ALONG WITH TWO FROM THE MGA CLUB. TED SAYS THIS IS THE BEST SHOW GOING!

WESTON, MO. TOUR WITH MGA CLUB:

THIS EVENT WAS NOT ANNOUNCED BUT SEVERAL CLUB MEMBERS ENJOYED THE DAY; BALLESTEROS, LUTHYS, MAAS, BRADYS, HONIGS AND THE WOODYS, AT "HALF-TIME."

TEN YEARS AGO - PAUL MC BRIDE

THE OCTOBER, 1978 RALLY BEGAN AND ENDED AT RICK TORRES' OLD SINCLAIR STATION - CUM-FOREIGN CAR REPAIR FACILITY ON SANTA FE. DESPITE A COLD AND RAINY DAY, 12 CARS PARTICIPATED. WINNERS WERE: 1ST: GARY DAVIS, 2ND: ART RUBIN, 3RD: BRENT HARRISON. IN THOSE DAYS GARY DROVE A TR4A AND BRENT A TR6I THEY HAVE SINCE BECOME LESS CIVILIZED IN THEIR TR3'S. BOB WHITE GAVE US OUR FIRST LOOK AT HIS STATELY 2000 SALON.

THE NUMERO-UND CLUB MEETING FOLLOWED AND CONSISTED OF AN ELECTION OF OFFICERS: DIRECTOR, PAUL MC BRIDE, ASST. DIRECTOR, RICK TORRES, SEC./TREAS., GARY DAVIS. ALL WERE DESTINED TO SERVE FOUR-YEAR TERMS, WITH GARY PICKING UP THE ADDITIONAL DUTY OF NEWS-LETTER EDITOR!

THE NOVEMBER NEWSLETTER INCLUDED WINTER DRIVING TIPS: LUBRICATING THE FRONT TRUNNIONS, AND A SPRAY OF EITHER TO THE SU AIR CLEANERS TO SAVE BATTERY AND STARTER. APPARENTLY MANY RCT MEMBERS WERE STILL DRIVING TRIUMPHS YEAR-ROUND!

Restoring Dashboard Knobs

You can restore your dash knobs to original as-new condition at no expense. Clean knobs with detergent. Scrape dirt deposits from letters with something sharp, such as a needle or pin. Apply spot of white lacquer touch-up paint over lettering and let dry. Sand off excess paint down to the black knob with 200 to 400 grip sandpaper. Now you can polish the knob with a cloth buffer in a drill using a metal buffing rouge or a metal buffing compound (such as DICO, No. TC6 Tripoli). The brown, oxidized plastic buffs up to a rich lustrous black and looks new again. This method dispenses with black paints or spray lacquers.

*Thanks, and a tip 'o the hat to:
Nick Karens - N. Calif. Chaparr*



Last month I told you that British Motor Heritage has begun to produce entire chassis for the TR4a, 250, and 6 series of sports cars. These chassis went into production after someone in the States made a order of 1500 units. After one phone call, I was able to fine out who had a craving for these new frames. Yes, I was told, The Roadster Factory was responsible. Charles Runyan and his merry band of TR fanatics are once again doing something neat to try to keep our beloved TR's on the road. Thanks guys.

A new British touring car?

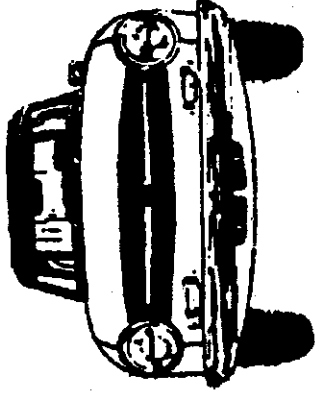
I just found out something. The new Buick Reatta was designed largely in Britain. Under the firm of Aston Martin Tickford, Buick had a majority of their new flagship put under development. Aston Martin Tickford is a separate company from Aston Martin Motor Cars, which Ford purchased earlier in the year. So far, the Reatta has exceeded Buick's original sales goals of this car. In contrast, the Cadillac Allante has had sales half of what was planned. Presently the Reatta is available as a coupe but next year a roadster will join the lineup. So you know, Buick is quick to point out that the Reatta is in no way a Sports Car. It is a Grand Touring Coupe.

British Aerospace has agreed to the final terms of sale of the Rover Group as laid down by the European Economic Commission. Originally, The British government was to pay off more than 3.4 billion dollars of debt that the car manufacturer had made, while British Aerospace paid only 255 million dollars for the then solvent company. The final terms have the purchase price at the same amount, but the debt pay off was substantially reduced.

Tech Tip

By Steve Conway

As you are all aware most British cars leak. But what you may not know is that there are actually places for the water to go besides on your lap and feet. You see, each Triumph sports car has a drainage system inside the body panels and it is imperative to keep these passages clean. Do yourself a favor before wet weather sets in and clean out these passages. Look along the bottom of the rocker panels and you should see a flare in the front fender, two in the rocker panel itself, and one at the front of the rear fender. Take a small piece of wire and stick it up into theseer pseudo-holes to clear out the debris. There are also some



holes along the bottom of the doors to check. I will warn you however, that if you have never done this to your car before you may need to take the panels off to get all the debris out. I could not believe what was inside my 250 fender when I removed it this past winter.

Once you've cleaned these holes well once, you only have to clean them once a month for them to stay functioning. I usually shoot water under pressure up the holes when I wash my car, which seems to do the trick. Also, be sure to check the condition of the drain hoses found at the upper part of the footwells near the a-post brackets. A crack in these might lead to wet feet, or worse, rusted floor boards.

Finally, stop leaks as fast as you find them elsewhere, because where water and body parts meet rust is sure to occur.

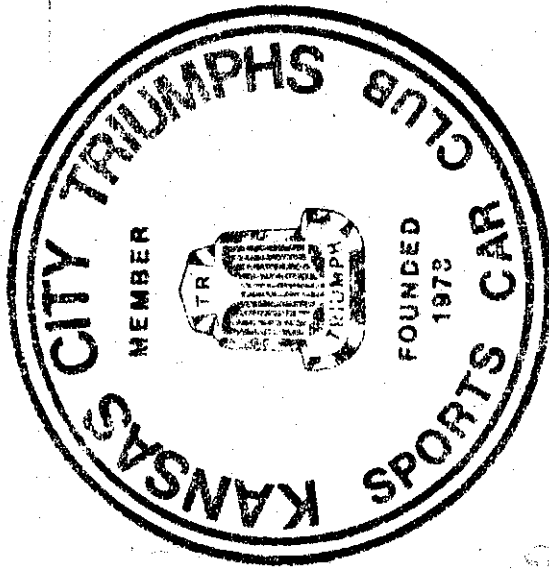
What is my MG worth???

Worth, as described in the dictionary, is "The material value of something". I have been asked by club members as well as the general public that question numerous times. Sure, you could tell the inquirer, how much you paid for it and secondly, how much you are willing to sell it for. But that would only be the short answer. There is also the amount of worth your Insurance Company places upon it. This can be a Completely Different \$Dollar\$\$ figure. Remember, the insurance company goes by age of the automobile, not by how much you paid for it, or for how much you have put into it in the terms of restoration and labor. If you do not have a "Stated Value" insurance policy and your precious MG is stolen or destroyed guess that you receive in terms of settlement from your insurer? Not what you paid, or put into it, but what the "Book Value" is. It's just that simple. Only the simple-minded, or the wealthy can afford Not to know what the actual worth of their collector automobiles. Do yourself a very big favor, get on the telephone to your present insurance agent and find out what the insurance company says your MG is worth. If you decide that the amount you are quoted by your agent is not that you feel your MG is worth then you will need to have your MG appraised. And despite what you may think, getting your car appraised is no big deal. I had my MGB appraised at a local restoration shop. Believe me it's worth it, aka. Barry Ballenger

BY TONY D. EDITOR CLASSIC CARS
SUBMITTED BY AL & MARIAN TEPPER

THE CLASSIC CARS PRICE GUIDE CAN GIVE YOU FIRM POINTERS TOWARDS THE VALUE OF A VEHICLE. BUT, REMEMBER, IT IS ONLY A GUIDE. THERE ARE NO SET RULES CONCERNING THE VALUES OF CARS AND MANY FACTORS CAN INFLUENCE THE PRICE ASKED. NOT LEAST IS CONDITION. CONDITION "A" CARS WE CONSIDER TO BE IN EXCELLENT ALL ROUND CONDITION, BUT NOT NECESSARILY CONCURS WINNERS. CONDITION "B" CARS ARE THOSE THAT ARE SOUND AND CAN BE USED IMMEDIATELY BUT MIGHT BENEFIT FROM SOME COSMETIC ATTENTION. CONDITION "C" CARS ARE NOT JUST BOXES OF BITS BUT COMPLETE CARS THAT MAY RUN, BUT DO NEED MAJOR RESTORATION. OTHER FACTORS TO CONSIDER ARE THAT CARS WITH AUTOMATIC GEARBOXES TEND TO FETCH LESS THAN MANUAL GEARBOX CARS; SIMILARLY OPEN-TOPPED VERSIONS ARE ALWAYS WORTH MORE THAN CLOSED. GEOGRAPHICAL LOCATION ALSO AFFECTS PRICE WITH PRICES TENDING TO BE HIGHER. THE PRECISE AGE OF A CAR IS ONLY REALLY SIGNIFICANT WHERE A PARTICULAR VARIANT HAS A RARE AND DESIRABLE SPECIFICATION, OR IN THE CASE OF A MORE RECENT CAR, WHERE THE YOUNGEST EXAMPLE IS LIKELY TO BE THE BEST. THE NEXT PAGE IS A PRICE GUIDE FOR OUR BELOVED TRIUMPHS.

Model	Year	Engine	A	B	C
1800	1946-49	1,770cc-4	2,500	1,250	700
1800/2000 Roadster	1946-49	1,770/2,088cc-4	7,750	4,500	2,000
2000 Renown	1946-53	2,088cc-4	2,750	1,750	900
Mayflower	1949-53	1,247cc-4	1,300	675	400
TR2	1953-56	1,591cc-4	7,000	4,200	2,500
TR3	1955-57	1,591cc-4	7,250	3,750	2,200
TR3A	1955-57	1,591cc-4	7,200	3,750	2,600
TR4	1958-61	2,138cc-4	7,250	3,000	2,000
TR4A	1958-67	2,138cc-4	4,750	3,250	2,100
TR5 PI	1967-69	2,488cc-6	5,000	4,000	2,500
TR6 PI	1969-71	2,488cc-6	5,700	3,700	2,000
Herald	1959-61	948cc-4	800	425	300
Herald mc	1959-61	948cc-4	875	400	300
Herald dlc	1959-61	948cc-4	1,250	675	400
Herald 948S	1961-62	948cc-4	800	400	300
Herald 1200	1961-64	1,147cc-4	800	425	300
Herald 1200 mc	1961-64	1,147cc-4	1,000	500	300
Herald 1200 dlc	1961-64	1,147cc-4	1,500	750	400
Herald 1250	1963-67	1,147cc-4	900	450	300
Herald 1300 est	1967-70	1,286cc-4	1,150	600	300
Herald 1300 dlc	1967-71	1,286cc-4	1,750	875	400
Splifre I	1962-65	1,147cc-4	1,700	900	400
Splifre II	1965-67	1,147cc-4	1,900	950	500
Splifre III	1967-70	1,286cc-4	2,000	1,000	600
Splifre IV	1970-74	1,286cc-4	2,200	1,100	600
Splifre 1500	1974-76	1,483cc-4	2,750	1,350	750
GTS MK III	1966-70	1,998cc-6	2,000	1,200	750
GTS MK IV	1970-74	1,998cc-6	2,750	1,500	800
2000 MKV/MKII	1967-76	1,998cc-6	1,750	1,000	800
2500/2.5 PI	1968-76	2,488cc-6	1,750	1,100	850
Dolomite Sprint	1973-80	1,998cc-4	2,500	1,250	700
TR7	1976-81	1,998cc-4	2,500	1,700	750
TR7 dlc	1980-81	1,998cc-4	3,750	2,200	1,300
TR8	1982-86	1,596cc-6	8,000	6,500	450
Vitesse dlc	1962-66	1,596cc-6	1,500	875	450
Vitesse 2-Litre	1966-71	1,998cc-6	2,600	1,400	750
Vitesse 2-Litre dlc	1966-71	1,998cc-6	2,000	1,150	500
Slag	1970-77	2,897cc-8	2,800	1,500	800
1300/1300 TC	1985-70	1,286cc-4	5,000	3,500	2,200
			1,250	900	350

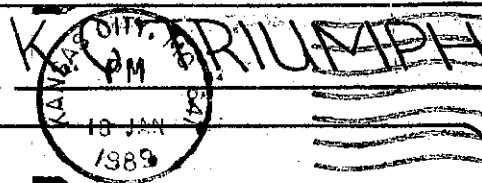


VOLUME XI ISSUE 3

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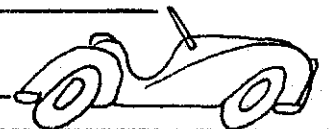
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5224 BLUFF DRIVE
PARKVILLE, MO. 64152



PAUL MCBRIDE
3240 NORTH 66TH
KANSAS CITY KS. 66104

SPORTS CAR CLUB



1989 OFFICERS

DIRECTOR TED HONIG 816 361 9032
ASST. DIRECTOR BOB & MARILYN MC BEAN 913 341 4124
SEC./TREAS. JIM BRADY & CYNTHIA YIN 816 587 6754
5224 BLUFF DRIVE
PARKVILLE, MO. 64152

NEWSLETTER

JONI WILSON 816 796 9104

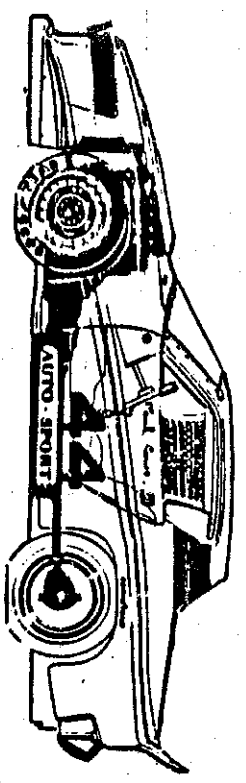
MARGARET LUTHY
MARICE BALLESTEROS
MARILYN MC BEAN

PUBLICITY

PHONE COMMITTEE DENNIS HEARTY 913 897 9543

COVER ARTWORK MARLA BLEVINS

A "TRIUMPHANT"



NEW YEAR !!

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
5224 BLUFF DRIVE
PARKVILLE, MO. 64152

Tiny TRs

MINIATURE CARS USA IN BERKELEY HTS NEW JERSEY SPECIALIZES IN SCALE MODEL AUTOS. THEY HAVE OVER 5200 DIFFERENT CURRENT OR OBSOLETE SCALE MODELS IN STOCK NOW. SCALES 1/8 TO 1/166; DIE CAST AND HAND BUILT MODELS AND PLASTIC PROMOTIONALS, AS WELL AS METAL AND PLASTIC KITS.

THERE ARE MANY OTHER TR MODELS AVAILABLE. BELOW IS A PARTIAL LIST FROM THE CATALOG. TO ORDER CALL (201) 267-5612 OR WRITE FOR MORE INFORMATION: MINIATURE CARS USA, P.O. BOX 188, BERKELEY HTS, NJ 07922

Yr	Car make	Model & color	Sc	Tr	HT	Manf	No.	Price
								con \$
49	Triumph	cv rd rmbi opn rd	43			MIM UK	4a mb	98
49	Triumph	cv rd rmbi cled sv	43			MIM UK	4b mb	98
49	Triumph	cv tu rmbi opn gn	43			MIM UK	4c mb	98
49	Triumph	cv tu rmbi cled sv	43			MIM UK	4d mb	98
50	Triumph	TR2 rdstr opn gn, rd	43			AMR	1426 mb	179
51	Triumph	TR2/TR3 kit	43			MIM UK	39 mb	25
52	Triumph	TR2 rd rd, bu, gn	43			LKR	4 mb	69
53	Triumph	TR2 opts cvv kit	43			MIM UK	4 mb	25
53	Triumph	TR2 hiepped prototy	43	r		MIM UK	34 mb	25
53	Triumph	TR2 opts cvv bu	43			MIM UK	4 mb	79
55	Triumph	TR2 cv rd bg, bk, bu	43			VIT	243 mb	15
56	Triumph	TR2 compon pk, eg	43	r		DIN	111c mb	98
56	Triumph	TR2 cv rd Lehman gn	43	r		VIT	244 mb	15
57	Triumph	TR2 2st sports	43			MIM UK	RS706 mb	25
57	Triumph	TR3 opn gn, yf, bu	43			TR	AUR 1	16
57	Triumph	TR3 opn opt gn	55			TR	TOO 1	19
55	Triumph	TR3 cv rd wh, bu, rd	43			LKR	5 mb	69
55	Triumph	TR3 opts cvv kit	43			MIM UK	5 mb	25
62	Triumph	TR3 opn opt rd	43			MIM UK	H 951 mb	46
57	Triumph	TR3A opts cvv kit	43			MIM UK	6 mb	25
58	Triumph	TR3A cv rd rd, yf, wh	43			VIT	240 mb	15
58	Triumph	TR3A opn Lehman gn	43			VIT	242 mb	15
61	Triumph	TR4 cvv gn, rd, bu, wh	43			LKR	7 mb	69
61	Triumph	TR4 rdstr kit	43			MIM UK	7 mb	25
65	Triumph	TR4A opts cvv gn, bk	43			LKR	8 mb	69
65	Triumph	TR4A opts cvv kit	43			MIM UK	8 mb	25
67	Triumph	TR5 opts cvv gn, bu	43			LKR	9 mb	69
67	Triumph	TR5 opts cvv kit	43			MIM UK	9 mb	25
68	Triumph	TR5 opn vars cols	43			ELI	1133 mb	24
68	Triumph	TR5 copup vars cols	43			ELI	1134 mb	24
68	Triumph	TR5 opn Coupe d'Alp	43	r		ELI	1135 mb	24
69	Triumph	TR6 US spec pp, bk	43			LKR	14 mb	69
69	Triumph	TR6 (US spec) kit	43			LKR	14 mb	25
74	Triumph	TR6 opn 2st sports	86			MIM UK	10 mb	8
74	Triumph	TR7 HT yf	60			COJ	010 mb	5
76	Triumph	TR7 rally cpe bk	24			PA	GUN 121 mb	8
78	Triumph	TR7 fhc rd	43			DIN	211 mb	46
78	Triumph	TR7 Purdie's yf	43	tv		DIN	112c mb	59
77	Triumph	TR7 Kelly wh	43			DIN	207 mb	33
77	Triumph	Dolomite Sprint Dron	43	r		MIM UK	R7705 mb	32
61	Triumph	Wildcat	32			PA	AUR 546 mb	28
61	Triumph	Spitfire 1500 bk, yf	43			LKR	27 mb	69
61	Triumph	Spitfire 1500 SOOM	43	r		MIM UK	27 mb	35
67	Triumph	Spitfire Lem kit	43	r		TR	PRV 240 mb	81
67	Triumph	Spitfire opn bl	43			DIN	114b mb	125
59	Triumph	Stag cpe rd, pp	43			MIM UK	w101 mb	77
63	Triumph	Herold 2d wh, gn, wh	43			DIN	189 mb	47
63	Triumph	Vitesse hc wh, gn	43			DIN	134 mb	47
62	Triumph	2000 4dr wh/bu	43			DIN	135 mb	47
57	Triumph	Mc Bonnieville m/c kit	9	mc		MIM UK	CLA 1 mb	125
57	Triumph	Mc speed twin	43			MIM UK	1 mb	63
57	Triumph	Mc speed twin v driver	43			MIM UK	1 mb	79

This is your LAST newsletter ... unless you pay your DUES!

See last page for details or call

Jim or Cynthia if you owe dues!!

FOR SALE

1. 1954 TR 2 LONGDOOR, ALL ORIGINAL, DISMANTLED, READY FOR GROUND UP RESTORATION. VERY LITTLE RUST EXCEPT FLOOR PAN. BODY, DOORS, HOOD, FENDERS AND DECK LID IN GOOD SHAPE. FRONT APRON NEEDS SOME WORK.
GRILL, FRONT BUMPER AND BUMPER BRACKETS MISSING. MANY PARTS HAVE BEEN REBUILT. ENGINE TURNS FREELY (FORMER OWNER SAID IT WAS RUNNING WHEN HE TOOK IT OUT). ONLY 3,699, '54 LONGDOORS WERE BUILT; YOURS FOR \$1,000. FACTORY MANUAL INCLUDED.
2. TR 2 FRAME AND FRONT SUSPENSION AND ENGINE BLOCK.
3. TR 3 PARTS. NO TRANSMISSION OR REAR END. ENGINE FROZEN.
4. TR 3 PARTS. HOODS, DOORS, DECK LIDS AND OTHER PARTS.

KEN REGENWITTER (KC TRIUMPH MEMBER)
7808 WEST 64TH ST.
SHAWNEE MISSION, KS. 66202
913 432 6015

DIRECTOR COMMENT

THIS IS MY FIRST EFFORT AT PASSING ALONG MY THOUGHTS ABOUT TRIUMPH AUTOMOBILES AND THE K.C. TRIUMPHS CLUB.

I WOULD LIKE TO USE THIS OPPORTUNITY TO LIST SOME PRIORITIES THAT I WOULD LIKE TO SEE OUR CLUB FOLLOW IN THE YEAR 1989.

1. THAT WE CONCERN OURSELVES MORE WITH "QUALITY" OF MEMBERS RATHER THAN "QUANTITY." OF COURSE, ANYONE IS WELCOME TO JOIN OUR CLUB, BUT I WISH A HIGHER PERCENTAGE OF OUR MEMBERS WOULD BECOME MORE ACTIVE AND AT LEAST OCCASIONALLY PARTICIPATE IN OUR EVENTS. I BELIEVE THAT THEY WOULD BE GLAD THAT THEY DID!

2. THAT WE HAVE A LARGE TURNOUT AT OUR JANUARY 26TH PLANNING MEETING AT ZARDA BAR-B-Q AND THAT THIS LARGE GROUP COMES UP WITH A 1989 EVENT SCHEDULE THAT WILL APPEAL TO A LOT OF OUR MEMBERS.

3. THAT WE FOLLOW LEO LONG'S ADVICE ABOUT BRITISH CARS BY "KEEPING 'EM ON THE ROAD" MORE IN 1989.

GENTLEMEN (AND LADIES) START YOUR MOTORING!

TED

EDITOR NOTE

WELCOME TO ANOTHER YEAR! THANK YOU TO DAVID FRANCIS FOR TWO ARTICLES HE SENT IN; ONE ON THE "10 BEST GRIMOBILES" AND THE OTHER ONE "WHERE 140 MPH IS A BASIC RIGHT."

CORRECTION FROM LAST NEWSLETTER - KEN AND DENISE SMITH WERE WITH THEIR FAMILY IN THE TR 3 AT THE OVERLAND PARK PARADE.

SEE YOU JANUARY 26TH AT ZARDA'S.

JONI

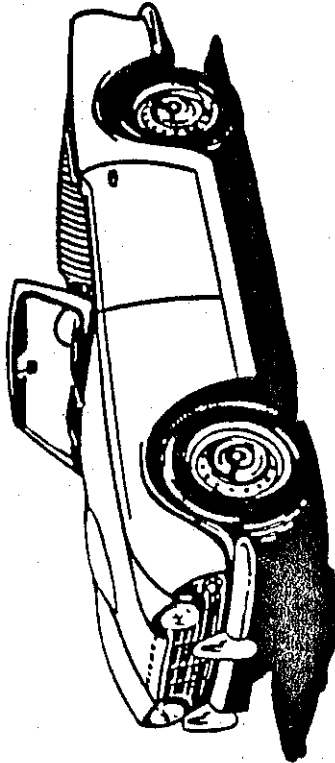
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OYLPANGRBOMB S AXCMRSE
WARWICKGTEVTR EIGH TJR
TEHTRXRQGURSDFLNAIFL
RGNJOMINPOJXMWEGDQGE
TOCWLKCLPKBCDRADNATS
CQBDGESSOUTHERNCROSS

FROM TRIUMPHS, TRIALS AND TRIBULATIONS

NOVEMBER, 1988

****WORD SEARCH PUZZLE****

TIME TO HAVE SOME FUN. THERE ARE 35 DIFFERENT TYPES OF TRIUMPH MODELS AND SOME DERIVATIVES HIDDEN IN THE DIAGRAM OF LETTERS. FIND THEM BY READING FORWARDS, BACKWARDS, UP, DOWN, AND DIAGONALLY, BUT ALWAYS IN A STRAIGHT LINE. WHEN YOU LOCATE THE WORD, DRAW A LOOP AROUND IT (SEE EXAMPLE) AND CHECK IT OFF THE LIST. ENJOY!!



1. BOMB
2. BULLET
3. BULLERO
4. CONTINENTAL
5. CONTINENTE
6. DOLOMITI
7. DORETTI
8. GLORIA
9. GTSIX
10. HERALD
11. ITALIA
12. LYNX
13. MORGAN
14. PEERLESS
15. TRIUMPH
16. RENOWN
17. SCORPION
18. SPLITFIRE
- SPORTSIX

19. SOUTHERNCROSS
20. STAG
21. STANDARD
22. STREIGHT
23. TRILIVE
24. TRFOUR
25. TRONE
26. TRS
27. TRSEVEN
28. TRSIX
29. TRTEN
30. TRTHREE
31. TRTWO
32. TRTWOFIFTY
33. TVR
34. TRX
35. VLESSE
36. WARWICKGT

COMING EVENT

PLANNING MEETING

JANUARY 26TH

THURSDAY

ZARDA BAR-B-Q

6:00 P.M. EAT

87TH & QUIVERA

7:00 P.M. MEETING

LENEXA, KANSAS

COME TO ZARDA'S THIS NIGHT, ORDER YOURSELF SOME OF THE GREATEST BAR-B-Q, AND GO TO THE BACK ROOM (RESERVED FOR THE K.C. TRIUMPHS CLUB THIS EVENING!).

THE PLANNING MEETING WILL START AT 7:00 AND BE OVER BY 9:00 (OR SOONER, IF POSSIBLE). PLEASE COME WITH YOUR IDEAS AND A CALENDAR.

BELOW AND ON THE NEXT PAGE ARE THE CLUB'S ACTIVITIES FOR THE LAST YEAR. WHAT WOULD YOU LIKE TO REPEAT AND WHAT NEW IDEAS DO YOU HAVE TO SHARE?

1988 CALENDAR

- | | |
|------|---------------------------------------|
| 2/20 | POTLUCK/MC BEAN'S |
| 2/28 | ALL BRITISH CAR SWAP MEET/RICK TORRES |
| 3/20 | TECH SESSION/CRAIG VAUGHAN'S |
| 4/23 | TOUR & LUNCH/GALLATIN, MO. |
| 5/14 | BRAILLE RALLY V |
| 5/14 | K.C. MUSEUM CONCOURS D'ELEGANCE |
| 5/22 | TOUR & LUNCH/PARKVILLE, MO. |
| 6/5 | SHRINERS CAR SHOW |
| 6/10 | TOUR TO OZARKS |
| 6/26 | JAGUAR CONCOURS D'ELEGANCE |

TR-3 MAINTENANCE:

Myths, Fantasies, and
Old Wives Tales
M. Wolf & M. Snyder

- 7/16 PICNIC & THEATRE/SHAWNEE MISSION PARK
- 8/14 VTR NATIONAL/DALLAS, TEXAS
- 8/21 SWIM PARTY/ESTHER & BOB WHITE
- 9/2-4 ALL BRITISH CAR & CYCLE MEET
- 9/10 ST. LOUIS CAR MEET
- 9/24 OVERLAND PARK PARADE
- 10/2 LAWRENCE CAR SHOW
- 10/9 TOUR & PICNIC/LOUISBURG CIDER MILL/BIRKS
- 10/9 CAR SHOW/MEMPHIS, TN.
- 11/12 ANNUAL DINNER

* * * *

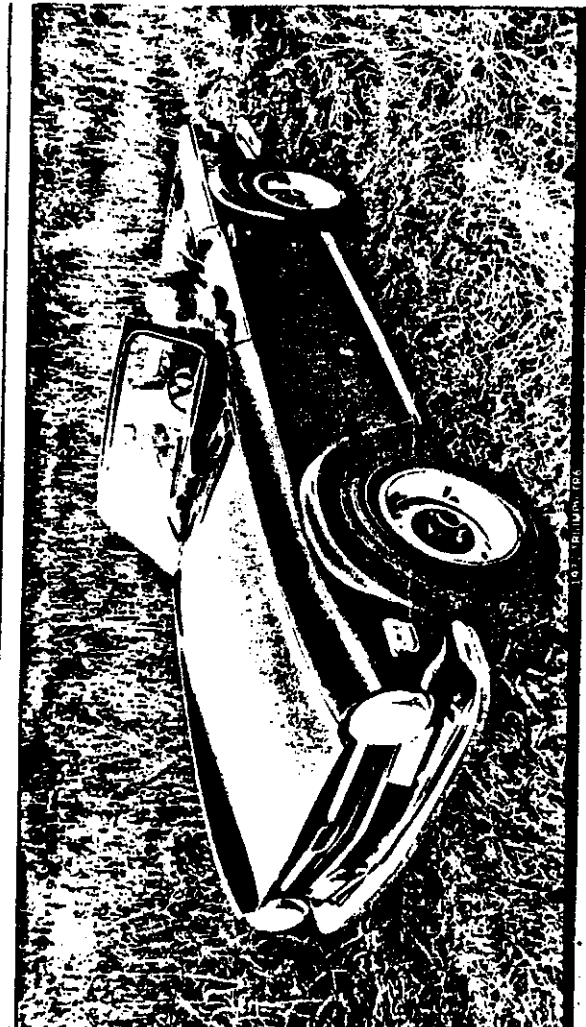
- FOR SALE: 1976 TR 6 COMPLETELY RESTORED.
IMMACULATE. \$6500
STEVE SWINNEY 358 0852
- FOR SALE: 1959 TR 3A COMPLETELY RESTORED.
REBUILT ENGINE HAS 500 MILES. EXCELLENT
CONDITION. \$5500
PAT BISHOP 316 223 0530 (WORK)
316 223 6469 (HOME)



- 1) How many lubrication nipples are there on the front suspension?
- 2) How often should you grease the trunions?
HINT: You grease them as often as you should grease the propeller shaft.
- 3) Should you, and how then would you, lubricate the inner fulcrums of the lower wishbones?
- 4) What is the proper lubricant for the steering box? How do you check it?
- 5) Can you use a timing light to set the timing? How do you set the timing?
- 6) How much grease do you give the water pump? How about the rear hubs?
- 7) Will removing the thermostat prevent over-heating?
What kind of thermostat should be used?
FOR EXTRA CREDIT: Can you block off the by-pass?
- 8) Does putting STP in the carburetor dash-pots help performance?
FOR EXTRA CREDIT: How about putting it in your rear shocks?
- 9) Is GIRLING CRIMSON the best hydraulic fluid?
- 10) Can you change the electrical system over to negative-ground?
- 11) How can you make the heater work better?
- 12) Can you, and should you, split the later-type front caliper?

ANSWERS

1) 0. 2) 1. 3) 1. 4) 1. 5) 1. 6) 1. 7) 1. 8) 1. 9) 1. 10) 1. 11) 1. 12) 1.



TEN BEST GRINMOBILES

OUR EVENING MEAL SERVED BY RODEWAY INN WAS ATTENDED BY 38 TRIUMPH LOVERS. AN ABSOLUTELY FABULOUS MEAL WAS ENJOYED - AS WELL AS SEASONAL DECORATIONS PROVIDED BY MARILYN MC BEAN.

THE ENTERTAINMENT PROVIDED BY PAUL MC BRIDE INCLUDED A TRIUMPH TRIVIA QUIZ. WINNERS (IN ORDER OF MOST CORRECT ANSWERS) WERE:

1. LARRY BIRKS
2. RICH SMITH, BRENT HARRISON, GARY DAVIS
3. JOHN MAAS, MARICE BELLESTEROS
4. RIC & DIANA CURTISS

CONSOLATION PRIZE TO: MARGARET LUTHY

THANK YOU TO HERB MOORE AND THE ROADSTER FACTORY FOR PRIZES AWARDED!

TEN YEARS AGO

PAUL MC BRIDE

A GET TOGETHER PARTY AT INTERSTATE FEDERAL SAVINGS & LOAN, 87TH & METCALF, WAS SCHEDULED FOR FEBRUARY TO DISCUSS, AMONG OTHER THINGS, A WEEKEND OZARKS TOUR.

YOURS TRULY WROTE A PIECE ON TRIUMPHS AND NOSTALGIA. THE CONCLUDING SENTENCE, THAT SOMEDAY WE MAY LOOK BACK ON 1979 AS "THE GOOD OLD DAYS" WAS PROPHETIC ENOUGH.

GENE AND BARBARA WILLIAMS ADVERTISED THEIR NEW TRIUMPH RESTORATION SHOP "KLASSIE KARE" AT 63RD & SANTA FE. WHAT EVER HAPPENED TO BOB WHITE WAS PARTING OUT TWO TR 3'S.

THE DINNER PARTY IN DECEMBER AT WASHINGTON STREET STATION WAS DEEMED A GREAT SUCCESS WITH 22 MEMBERS PRESENT, DESPITE THE EXTREME COLD WEATHER. SLIDES OF THE OLD TR CLUB WERE VIEWED, COURTESY OF RICK TORRES. TWELVE MEMBERS SIGNED THE OFFICIAL REQUEST FOR LOCAL CHAPTER STATUS IN THE VINTAGE TRIUMPH REGISTER.

GARY DAVIS ENDORSED THE ROADSTER FACTORY AS A GOOD SOURCE OF SPARES, BUT REGRETTED THAT THEY AS YET DID NOT HANDLE TR 4 PARTS.

**1972 Triumph TR6
\$4000 and up**

The TR6 represents the last stop on an evolution of Triumphs that included the TR4, the TR4A, the TR250, and, in Europe, the TR5. Triumphs weren't the fanciest of the Brits—in fact, they may have been the most elemental—but that's their charm. Sports cars were supposed to be simple, open-air cars for two, and the simplicity allowed them to perform well with small engines.

The TR6 has a big engine for a traditional sports car—a growing 2498cc six-cylinder at 106 hp at 4900 rpm. Our road-test files credit this Triumph with a 0-to-60-mph time of 9.3 seconds, the quarter-

mile in 17.3 seconds at 79 mph, and a top speed of 107 mph. Perhaps more important, it felt fast—damn fast.

The TR6 is an amazingly narrow car, only 58 inches wide. It puts you close to your companion, close to the road, close to the weather buffeting around the windshield and past your ears. This car, says "sport" more authentically than any tweed jacket ever could.

CAR and DRIVER

Dec 89

Where 140 mph is a basic right

For the Mercedes and Porsches on West Germany's Autobahns, the race is always on

By Mike Leary

Knight-Ridder Newspapers

LIMBURG, West Germany — Its headlights flashing, its left turn signal blinking incessantly, the black Mercedes-Benz sedan surged along the Autobahn at 140 mph, scattering slower cars in its wake. Then the driver glanced in his rear-view mirror.

A sleek, metallic-silver Porsche 944 was bearing down on him, its turn signal blinking. The Mercedes moved over and the Porsche shot past, hitting a top speed of nearly 160 mph as it tore down a hillside a few miles farther along.

That's nearly three times as fast as the legal speed limit in most American states — fast enough to have won the Indianapolis 500 three times since 1980.

But it was just another Saturday afternoon on the Autobahn, the German version of the interstate highway system and Europe's only no-speed-limit roadway, where life in the fast lane is getting faster than ever.

"It's getting to be like a race track," said Monika Bulling, a Bonn homemaker.

For a time a few years ago, the Germans seemed on the verge of slowing down. Oil shortages and pollution-damaged forests led to experimentation with speed limits of 81 mph along some Autobahn stretches. The Greens, a left-wing minority party, passed out bumper stickers that urged drivers not to exceed 62 mph "voluntarily, for the love of the forests."

But those days are over. A study showed that pollution from fast driving had a negligible effect on trees, and there now is a glut of oil. In the state of Hesse, voters tossed out the coalition government of the Greens and Social Democrats that had imposed an 81-mph speed limit.

"The Germans are racing again," said the magazine *Der Spiegel*. "It's now chic once more to show off with horsepower and speed."

Frequent *massen Karombolgen*, as chain-reaction crashes are called, have not deterred many. In the most horrific wreck of all, on the Autobahn between Munich and Nuremberg, last May 23, an overturned truck obscured by fog caused 183 vehicles to crash, killing two per-

sons and injuring 84.

"It was insanity," a police spokesman said. "They were like lemmings running to destruction."

But police who monitor that stretch say the average speed in the fast lane is still 115 mph, a rate the local police chief, Fritz Birkner, called "scary."

Authorities have posted large signs along the Autobahn urging drivers to maintain a proper interval between their cars, but they have made no move to slap a speed limit on relatively straight stretches. Only in mountainous areas or in congested zones around big cities are there speed limits, ranging from 62 to 75 mph — and they frequently are ignored.

Driving fast, said Bernd Bialleck, the spokesman for West Germany's Traffic Ministry, is regarded as a "basic freedom" by Germans. "We find it relaxing," he said, adding that "only a few wild pigs drive recklessly and cause problems."

"A speed limit won't stop the five or 10 nuts who cause major accidents," said Max Danner, a Munich researcher who studies auto accidents. "Even 100 kilometers (62 mph) can be too fast on rain-soaked roads or in heavy traffic."

Despite the tremendous speeds on the 5,000-mile Autobahn system, Bialleck said, the Autobahns accounted for only 4 percent of Germany's accidents last year, making it "the safest road in the country." And most Autobahn accidents, he added, occurred in construction zones with speed limits.

The country's automobile deaths dropped by 11 percent last year, to 7,967. Experts attributed the drop to unusually snowy and wet conditions that kept speeds down and many motorists off roads.

In the first months of this year, however, "fatalities rose sharply," said Dieter Bierau, an expert with the West German government's Office of Statistics. He said that if the current pace were maintained, more than 9,000 Germans would be killed in 1988.

As the deaths rise, more and more high-performance cars, capable of ever-greater speeds, are being manufactured for ordinary off-track driving.

The 944 is by no means the fastest car in Porsche's stable. Its speedom-

eter goes up to 270 kilometers (168 miles) per hour, but the Porsche 959's speedometer reaches 315 kilometers per hour, or nearly 200 mph.

The 959, with a price tag of \$252,000, is available only to a fortunate few, such as conductor Herbert von Karajan of the Berlin Philharmonic. "And he's more than 80 years old," Bialleck said.

When asked last year about the propriety of building such a rapid road car, Peter Schutz, who was then Porsche's managing board chairman, replied, "We build the most technologically advanced cars that we can."

The Ferrari Testarossa is just about as fast as the Porsche 959. In England, Aston Martin Lagonda is building a 180-mph car. Advertisements for the BMW M635CSi say "it propels you to 60 mph in 6.1 seconds, only easing up when it hits 158 mph. A powerful computer keeps it running sweetly whether it's simply ticking over in the driveway or tearing along in the fast lane of the Autobahn."

In actual practice, it is difficult to drive a Ferrari or Porsche at anything approaching top speed on the Autobahn. On two-lane Autobahns, it is simply too dangerous. A slow-moving truck can suddenly veer into the passing lane, giving an onrushing driver little time to stop.

Most of the time, there is simply too much traffic — the Autobahns are just as famous for their 10-mile-long traffic jams as they are for their speed. Sometimes the traffic on Europe's fastest road literally comes to a standstill.

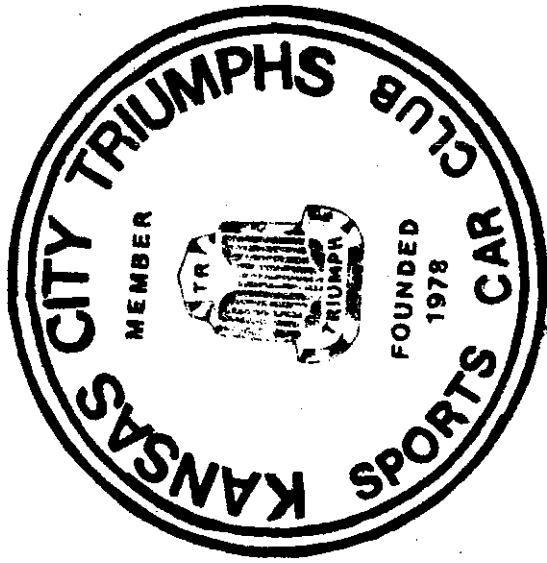
Because of such impediments, and because not all motorists are frustrated Grand Prix drivers, the average speed on the Autobahn is 71 mph.

That's about how fast Bulling drives her Mitsubishi sedan, although sometimes she takes it up to 80 or so.

She said a lot of Germans "shake their heads" at the new wave of drivers zooming by in the fast lane — drivers such as her younger brother, who owns a fuel-injected Volkswagen Golf that can hit 125 mph, and has been known to do so.

But she is resigned.

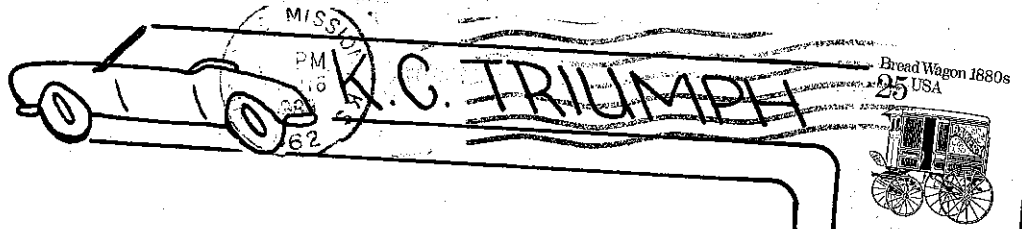
"You can't stop them from driving fast," she said.



VOLUME XI ISSUE 4

MARCH 1989

5224 BLUFF DRIVE
PARKVILLE, MO. 64152



1989 OFFICERS

| | | |
|----------------|-----------------------|--------------|
| DIRECTOR | TED HONIG | 816 361 9032 |
| ASST. DIRECTOR | BOB & MARILYN MC BEAN | 913 341 4124 |
| SEC./TREAS. | JIM BRADY | 816 587 6754 |

| | | |
|------------|--------------------|--------------|
| NEWSLETTER | JONI WILSON | 816 796 9104 |
| | MARGARET LUTHY | |
| | MARICE BALLESTEROS | |
| | MARILYN MC BEAN | |

| | | |
|-----------|-------------|--------------|
| PUBLICITY | CYNTHIA YIN | 816 587 6754 |
|-----------|-------------|--------------|

| | | |
|-----------------|---------------|--------------|
| PHONE COMMITTEE | DENNIS HEARTY | 913 897 9543 |
|-----------------|---------------|--------------|

| | | |
|---------------|---------------|--|
| COVER ARTWORK | MARLA BLEVINS | |
|---------------|---------------|--|

* * * * *

DIRECTOR COMMENT

AS I SAID AT THE OPENING OF OUR JANUARY TRIUMPH CLUB MEETING AT ZARDA'S, "THE KANSAS CITY TRIUMPHS CLUB IS ALIVE AND WELL!" I COUNTED FORTY-TWO PEOPLE, WHICH ONE OLD-TIMER SAID, WAS A RECORD TURNOUT. RECORD OR NOT, IT WAS A LARGE GROUP OF ENTHUSIASTIC, COOPERATIVE, CREATIVE AND DEDICATED TRIUMPH-LOVERS AND, AS A RESULT, WE'RE GOING TO HAVE A GREAT LINE-UP OF FUN EVENTS FOR 1989. THE PROGRAM IS NOT YET LOCKED IN SO IF YOU STILL HAVE A GOOD SUGGESTION LET ME HEAR IT SOON (361-9032).

NOW ALL WE NEED TO HAVE A SUCCESSFUL YEAR IS TO SEE THAT OUR EVENTS ARE WELL SUPPORTED!

TRIUMPH CARS AND OWNERS ARE TR-IFICI!

TED

1989 KALFRAN LODGE INFORMATION & RATES BULLETIN

KALFRAN LODGE
P.O. Box 221, Lake Road 54-39
Osage Beach, Mo. 65065

THINGS TO CONSIDER: A resort is not just a room to rent for sleeping like a highway motel. It is a vacation home 24 hours a day. It is a recreation center. It has many facilities to make your vacation FUN! It has personnel to help you with special requests, and it is located on a lake shore. Select the accommodation of your choice from those listed below. Fill out the reservation form and mail it along with your deposit. If your choice of units has been taken for the dates you request, we will reserve accommodations as similar as possible for you. **WE CANNOT GUARANTEE ROOM NUMBERS — (it's policy).**

Should you wish to call us about Reservations, please do so during office hours: 8 a.m. to 6 p.m. April 15 to Oct. 1 — 9 a.m. to 4 p.m. Oct. 1 to April 15 (except Dec., closed for vacation). Our phone number is 314/348-2266. **OFF-SEASON RATES: 25% Spring & after Labor Day.**

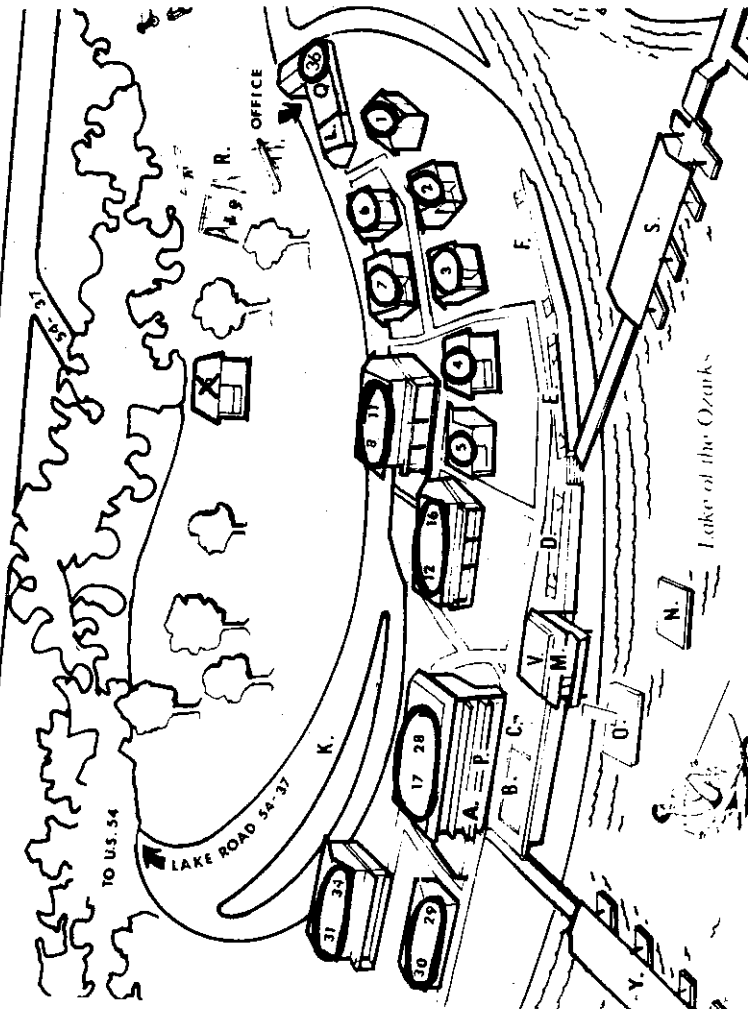
(Cut and Mail Today)

1989 CALENDAR

- FEB. 25 SOUP POTLUCK PARTY - MC BEAN'S
- MAR. 4-5 MOTORSPORTS ACADEMY - TOPEKA
- MAR. 11 TECH SESSION - CRAIG VAUGHAN
- APR. 16 SWAP MEET/TECH SESSION - RICK TORRES
- APR. 29 TOUR - ST. JOSEPH
- MAY 11 CLUB MEETING - ZARDA BBQ
- MAY 13 BRAILLE RALLY
- MAY 21 VINTAGE RACE - TOPEKA
- JUNE 4 ROLLS ROYCE, BENTLEY JAGUAR CONCOURS - PLAZA
- JUNE 4 SHRINERS CAR SHOW - BLUE RIDGE MALL
- JUNE 9-11 TOUR - OZARKS - KALFRAN LODGE
- JULY 8 PICNIC - SHAWNEE MISSION PARK
- JULY 15-16 SCCA NATIONAL - TOPEKA
- JULY 22 TOUR - LEXINGTON
- AUG. 12-13 IMSA - TOPEKA
- AUG. 19 SWIM PARTY - WHITE'S
- AUG. 25-27 IMSA - TOPEKA
- SEPT. 2-3 ALL BRITISH CAR SHOW
- SEPT. 16-17 ALL BRITISH SHOW - ST. LOUIS
- SEPT. 16-17 CONCOURS D'ELEGANCE - K.C. MUSEUM
- OCT. 1 CAR SHOW - LAWRENCE
- OCT. 7-8 CAR SHOW - MEMPHIS
- OCT. 14-15 TOUR - HERMANN
- OCT. 22 SCCA RACES - TOPEKA
- NOV. 11 ANNUAL DINNER

UNDERLINED EVENTS ARE SPONSORED BY K.C. TRIUMPS CLUB

APR. 23 SNEAK PREVIEW OF HEARTLAND RACE TRACK
SEE PAGE 8.



CHECK YOUR CHOICE OF ACCOMMODATIONS

| UNIT NUMBER | ACCOMMODATIONS | NO. OF PERSONS |
|-------------|---------------------------------|----------------|
| 1,2,4,5,7 | 1-Bedroom Rock Cottage \$50 | 2-3 |
| 3 and 6 | 2-Bedroom Rock Cottage \$62 | 4-5 |
| 8-16,29,30 | 1-Bedroom Apartment \$64 | 4-6 |
| 31-34, 35 | 1-Bedroom Apartment, Small \$72 | 2-3 |
| 35 | 2-Bedroom Apartment | 4-6 |
| 36 | 2-Bedroom Apartment | 4-5 |
| 37 | 1-Bedroom Rock Cottage, Large | 2-4 |
| 38 | 1-Bedroom Cottage | 2-3 |
| 39 | 2-Bedroom Cottage | 4-8 |
| 40 thru 28 | Lodge Rooms with Sundeck \$52 | 2-4 |
| 41 thru 28 | 2-Bedroom Apartment, Prush | 4-6 |
| 42 thru 28 | 3-Bedroom Apartment, Large | 6-8 |
| 43 thru 28 | 3-Bedroom Apartment, Large | 6-10 |



314-348-2266
OSAGE BEACH, MO. 65065

JUNE 9-10

COMING EVENTS

6:30 P.M.

SOUP POTLUCK PARTY

FEBRUARY 25

SATURDAY

BOB & MARILYN MC BEAN'S HOME
8221 WEST 101ST
OVERLAND PARK, KS.
(913) 341-4124

BRING YOUR BEST SOUP, HORS D'OEUVRES, OR DESSERT. CALL MARILYN BY MONDAY, FEBRUARY 20TH, (HOME 341-4124 OR WORK 642-1990) TO TELL HER WHAT YOU ARE BRINGING. PLEASE BRING YOUR RECIPE SO WE CAN SHARE THEM. ALSO BRING YOUR SOUP IN A CROCK POT WITH A LADLE. CLUB WILL PROVIDE BOWLS, EATING UTENSILS AND SODA POP B.Y.O.B.

TECH SESSION

10:00 A.M.

MARCH 11

SATURDAY

CRAIG VAUGHAN'S FOREIGN CAR ENTERPRISES

2342 HOLLY
KANSAS CITY, MO.
471-6687

SEVERAL BRITISH CAR CLUBS WILL JOIN US FOR THIS INFORMATIVE MEETING. IF YOU HAVE A SUGGESTION FOR A TOPIC TO BE DISCUSSED CALL TED HONIG, 361-9032.

DIRECTIONS:

FROM SOUTH K.C., GO NORTH ON SOUTHWEST TRAFFICWAY FROM THE PLAZA. JUST BEFORE REACHING DOWNTOWN K.C., S.W. TRFWY. BENDS RIGHT, BUT YOU SHOULD GO STRAIGHT ON SUMMIT UNTIL YOU REACH SOUTHWEST BLVD. TURN LEFT ON S.W. BLVD. GO 2 BLOCKS. TURN RIGHT BY OLD FIRE STATION #9. PROCEED WEST ABOUT 3 BLOCKS TO HOLLY. TURN RIGHT ON HOLLY AND FOREIGN CAR ENTERPRISES IS IMMEDIATELY ON THE LEFT.

TEN YEARS AGO

PAUL MC BRIDE

THE MARCH 1979 NEWSLETTER EXPANDED TO 4 FULL PAGES AND INCLUDED A PHOTO OF THE TRI. EDITOR GARY DAVIS COMPILED A LIST OF SUGGESTED SPARE PARTS TO STASH IN THE BOOT FOR THE UPCOMING FIRST OZARKS TOUR, SET FOR LATE APRIL. RICK TORRES OFFERED TO RECONNOITER THE ROUTE AND COME UP WITH A QUESTION SHEET CONCERNING LANDMARKS TO KEEP EVERYONE ALERT AND BAFFLED.

THERE WAS A BRIEF SUMMARY OF AVAILABLE LITERATURE ON TRIUMPH MOTORCARS. SEVEN PUBLICATIONS WERE LISTED. ALTHOUGH MUCH MORE IS NOW AVAILABLE TO THE TRIUMPH DEVOTEE, SOME IS REGRETTABLY OUT OF PRINT.

NEW MEMBERS WERE BOB & CATHY COX - TR6, AND HOWARD MULLINS 1947 "1800" ROADSTER. WHATEVER HAPPENED TO.....

* * * * *

EDITOR NOTE

IF YOU ARE INTERESTED IN JOINING SCCA (SPORTS CAR CLUB OF AMERICA, INC.) OR NEED INFORMATION ON HEARTLAND PARK IN TOPEKA, CONTACT BOB HENSON, 1207 4TH TERR., LEE'S SUMMIT, MO. 64063

KALFRAN LODGE IS HOLDING ROOMS FOR US ONLY UNTIL MARCH 1ST. ON THE NEXT PAGE IS A RESERVATION FORM. PLEASE CALL KALFRAN OR SEND YOUR REQUEST BY MARCH 1ST FOR YOUR CHOICE OF ACCOMODATIONS!

WE PLAN TO HAVE THE PORK CHOP BARBEQUE ON SATURDAY EVENING AGAIN. \$10.00 PER PERSON.

SEE YOU THERE!

JONI

SNEAK PREVIEW, SUN. APR. 23RD. DRIVE COURSE AT HEARTLAND RACE TRACK WITH MGA, A-H & MGB CLUBS. FOR INFORMATION CALL DICK LUNNEY. 648-4744 (WORK) 341-2372 (HOME)

LUCAS WIRING:

A Simplified Approach

Lucas wiring systems as used on virtually all British cars since the 1920's are a source of frustration and bewilderment to a great many sports car enthusiasts. In fact, Lucas wiring is clearly engineered around a standardized color code and cable size formula. This system is used on all British sports cars and once understood is very simple.

The following detailed explanation has been excerpted from a Lucas technical manual which dates from the mid 1950's. The professional mechanic or die-hard enthusiast may wish to clip out this article for future reference. After all, this information could be invaluable in sorting out the "Manumatic" gearbox wiring of your 1967 Burgward bubble-top estate wagon!

With few exceptions, the electrical system of a motor vehicle can be considered as a series of simple circuits, each consisting of the component, its switch and three wires—feed, switch wire and return. On earth return systems, the return circuit is provided by the frame of the vehicle, although in the case of components isolated from the chassis, an earthing lead is also necessary. Some variations are to be found, such as fuses, two-way switching and so on, but the principle of feed wire, switch wire and return remains, and it is upon this principle that the Lucas return scheme is based. The insulation on feed wires carry a main color only, switch wires have the main color of feed with a colored tracer running the length of the wire, while return earthing leads are black.

Where components are switched or controlled in the earthed side, that is, with the switch wire on the return side of the unit instead of on the feed side, this is normally indicated by the use of a black tracer.

Main colors, of which there are seven, are allocated to the circuits as shown below. The practice of feeding certain of the accessories through the ignition switch and auxiliary lighting circuits through the side and tail lamp switch is recommended, so that the side and tail lamp switch and ignition switch wires become feeds to other circuits or, in effect, master switch wires.

TRIUMPHS, TRIALS AND TRIBULATIONS FEB. '89

SINCE WHEN?

Can you name the year the following items were put on automobiles?

| | | | |
|-------------------------------|----|-----------------------|----|
| Automatic Transmission | 1 | Auto radio | 2 |
| Automatic Windshield Wipers | 3 | Balloon Tires | 4 |
| Shatter-proof Windshields | 5 | Electric Starter | 6 |
| Hot water heaters | 7 | Adjustable Front Seat | 8 |
| All-Steel Turret Top | 9 | Shock Absorbers | 10 |
| Bumpers as Standard Equipment | 11 | Air Conditioning | 12 |
| Power Steering | 13 | Gearshift on Wheel | 14 |
| Sealed beam Headlights | 15 | Gas gauge | 16 |
| 4 - Wheel Hydraulic Brakes | 17 | | |

- (1) 1937 (2) 1929 (3) 1923 (4) 1922 (5) 1928 (6) 1911 (7) 1926 (8) 1921 (9) 1935 (10) 1903 (11) 1925 (12) 1952 (13) 1950 (14) 1937 (15) 1940 (16) 1908 (17) 1920

MOTORSPORTS ACADEMY

MARCH 4-5
TOPEKA, KS.

Kansas & Kansas City Regions SCCA Invite You to Get Closer to Racing!



Graphic: Bob Burrows

Train to be a Race Official--
Timer/Scorer, Corner Worker, Starter, Marshal, Tech Inspector, Scrutineer, and More--at Heartland Park Topeka, the Midwest's New FIA-Class Racing Facility!

THE DATE: March 4-5, 1989

THE EVENT: Heartland Motorsports Academy, a two-day training program for all specialties.

THE PLACE: Ramada Inn, 420 E. 6th St., Topeka KS 66601. (913) 233-8991 -- Attn: Patil Porteous

REGISTRATION: Friday, March 3, 7-11 PM; Saturday, 7:30-9 AM

We welcome older children who want to train to become workers. Please do not bring younger children to the Academy.

The Academy includes:

- Enjoyable, expert training for all specialties in Ramada's meeting rooms and on site.
- "Hands on" training for F&C in handling fire, crashes, and trauma. "Hands on" training is limited and preference will be given to those who need to keep or upgrade their licenses.

F&C: Be Prepared for Warm, Cold or Wet Weather!

BESIDES TRAINING, YOU RECEIVE...

- Continental breakfast both days, plus Pub Buffet, ALL FOR
- Mexican Fiesta dinner, and a party Saturday night -- JUST
- TOUR OF HEARTLAND PARK! Wait until you see it! \$25.00!

For more information, or to register by Feb. 20th, call Sue Kern (913-677-4257) or Darla Williams (913-722-5155).

SUPPORT THIS GREAT NEW TRACK!

SWAP MEET/TECH SESSION

APRIL 16TH

RICK TORRES ENTERPRISES

8810 WEST 52ND ST.

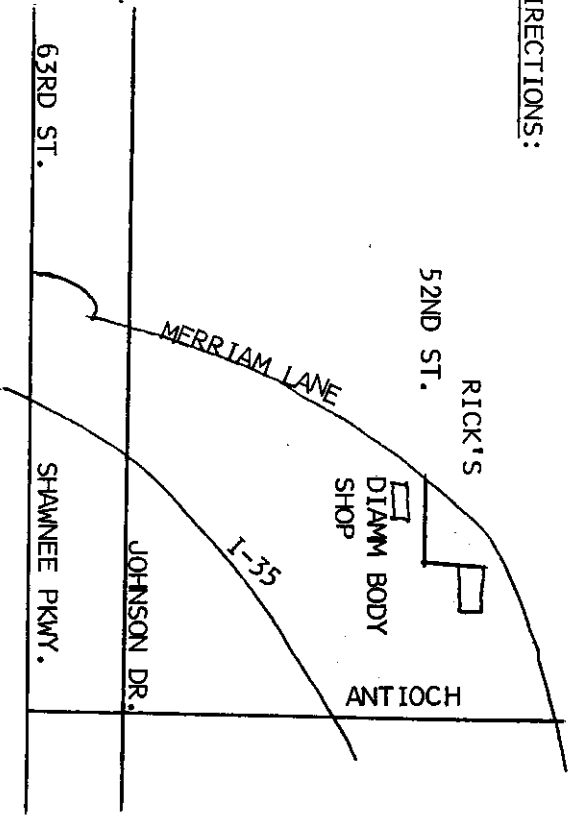
MERRIAM, KS. 262-3336

1:00 P.M.

SUNDAY

THIS IS A GREAT CHANCE TO DISCUSS YOUR PROBLEMS WITH ONE OF OUR CLUB EXPERTS! BRING YOUR CAR PARTS TO SWAP AND SELL AND ENJOY AN AFTERNOON WITH OTHER BRITISH CAR LOVERS.

DIRECTIONS:



PAST EVENT

ZARDA BBQ

JANUARY 26TH

PLANNING MEETING

A RECORD TURN-OUT OF TRIUMPH ENTHUSIASTS MET TO PLAN THE 1989 CALENDAR. THANK YOU TO ZARDA FOR THEIR BACK ROOM. ALSO, THANKS TO SCCA MEMBERS BOB HENSON AND HAZEL HAUPT FOR THEIR INPUT.

ANOTHER CLUB MEETING IS PLANNED FOR MAY 11TH.



SOCIETY OF AUTOMOTIVE ENGINEERS, STUDENT CHAPTER
PITTSBURG STATE UNIVERSITY

PITTSBURG, KANSAS 66762

ANNOUNCING
A BLAST FROM THE PAST AND CRUISE TO THE FUTURE!

SAE CAR, TRUCK AND CYCLE SHOW
AND SWAP-MEET



AT
PITTSBURG STATE UNIVERSITY
PITTSBURG, KANSAS
APRIL 22 & 23, 1989



Dear Car Show Participant:

YOU are invited to join in the FUN at this year's SAE Car, Truck and Cycle Show and Swap-Meet on the beautiful Pittsburg State University Campus in Pittsburg, Kansas.

This year the show will be held for two days rain or shine behind the football stadium in the brown parking lot. Our Show is one of the LARGEST in South East Kansas and we want to make this our BEST SHOW EVER.

We have 21 classifications with AWARDS presented to the top cars, trucks and cycles in each class. We are also giving an award for the LARGEST participation of any car club along with an award for the furthest distance traveled plus the People's Choice Award.

This year we are having a 50' x 60' Dance Saturday night plus GAMES and DOOR PRIZES during the show. Laophia and Amanda will be presented at 1:00pm on Sunday the 23rd. There will also be an early check in on Friday evening the 21st and an informal social gathering. Jovanka I-Shinka and Bumper-Lags will be offered at a very moderate price.

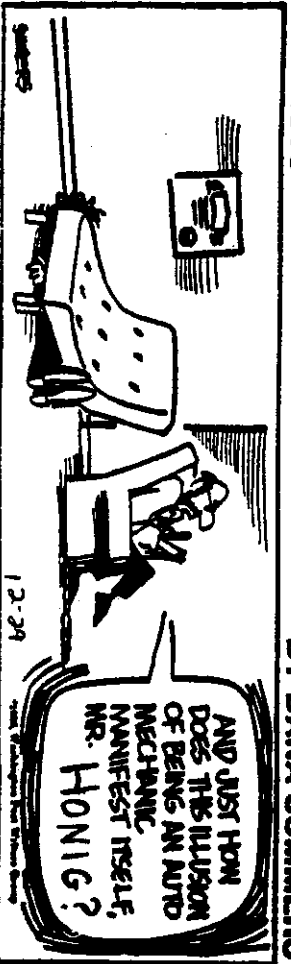
This year the entry-fee for each car, truck or cycle is \$7. in advance and \$10.00 the weekend of the show. The cost for a booth in the Swap-Meet area is \$10.00 for small loads and \$20.00 for large loads on cars. This space is limited so the first people to register will receive a space.

For more information and a list of classes please write to the: Society of Automotive Engineers; c/o Dr. George Baobers; Dept. of Technology; Pittsburg State University; Pittsburg, KS 66762. Or Call: Steve Preston at (316)-231-7175 or Mike Stoddant at (316)-231-2006.

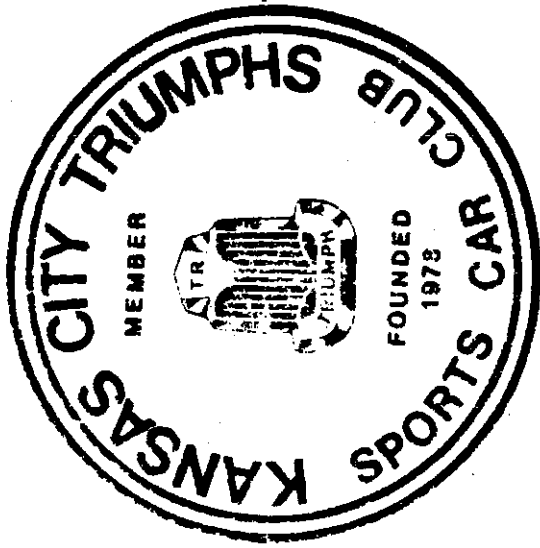
SAE is a Non-Profit Student Organization.

LUG NUTS

BY DANA SUMMERS



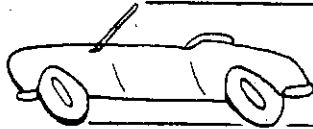
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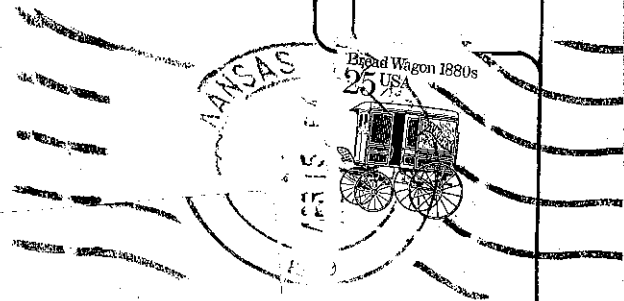
VOLUME XI ISSUE 5

MAY 1989

5224 BLUFF DRIVE
PARKVILLE, MO 64152

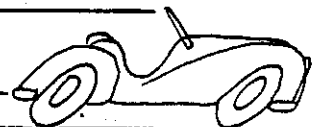


K.C. TRIUMPH



PAUL MCBRIDE
3240 NORTH 66TH
KANSAS CITY KS. 66104

SPORTS CAR CLUB



1989 OFFICERS

| | | |
|-----------------|-----------------------|--------------|
| DIRECTOR | TED HONIG | 816 361 9032 |
| ASST. DIRECTOR | BOB & MARILYN MC BEAN | 913 341 4124 |
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| | MARICE BALLESTEROS | |
| | MARILYN MC BEAN | |
| PUBLICITY | CYNTHIA YIN | 816 587 6754 |
| PHONE COMMITTEE | DENNIS HEARTY | 913 897 9543 |
| COVER ARTWORK | MARLA BLEVINS | |

* * * * *

DIRECTOR COMMENT

It feels like spring is really here, and that's the time when a young man's fancy (and maybe even an older man's) is supposed to turn to thoughts of ----- hitting the road in his TRIUMPH, and at the same time to thoughts of love, of course! And what could go better than Triumph-ant love!

Well, as they say in the Mother-country, "Turn off the telly, fill up with petrol, lower the hood, and let's hit the motorway, Duckky!"

Triumph cars and owners are TR-IFIC!

Ted

TEN YEARS AGO

PAUL MCBRIDE

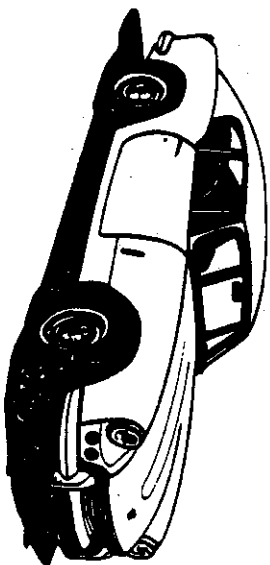
The cover photo on the May 1979 KC TRIUMPHS newsletter showed 8 TR's with drivers, navigators and friends overlooking the Lake of the Ozarks. There were five TR3's, two TR4's, and a TR6. It was the first tour to the lake by our club, and so successful that it became an annual event!

Although in cool April, the tops were down and I recall a midnight drive in Brent Harrison's TR6 in which I tried my best to solve his 110 M.P.H. miss! Other activities that weekend included go-kart racing, disco dancing(DISCO?) and 16 TR fanatics eating a superb meal at the Brass Door Restaurant.

Participants on that historic first lake tour included: Rick Torres - TR3, Bob and Esther White - TR3, Rob White - TR3, Don Conrad - TR3, Paul McBride - TR3, Gary Davis - TR4, Jerry Witherspoon - TR4, Brent and Patty Harrison - TR6.

The new member of the month was Craig Simon, from Des Moines, IA. He owned a very unique European TR5 that he had driven many kilometers in West Germany.

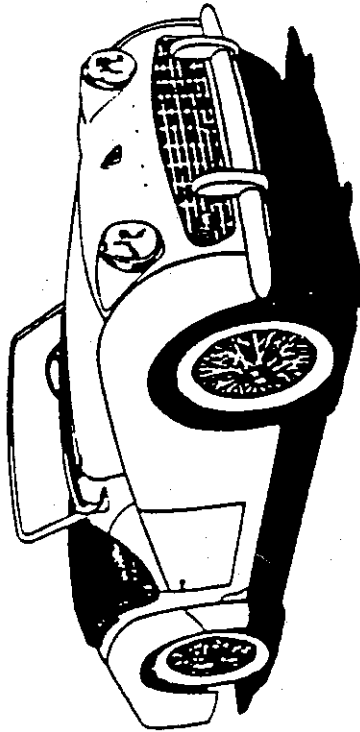
On the back page of the newsletter was a listing of the running production changes to the TR2 - TR3 by commission and engine numbers. Did you know that the speedo and tach positions were reversed (tach on the left) at #TTS29098(1958)? Does anyone out there know why the switch was made? A prize for the first correct answer.
PUT A TRIUMPH IN YOUR DAY!



PAST EVENTS

SOUP POTLUCK PARTY FEBRUARY 25th

THANK YOU TO BOB AND MARILYN MCBEAN (AND SCOTT) for their gracious and warm hospitality. Thank you to all members and guests for the fantastic food. Over 40 attended - most ended up watching some fight on T.V. ---but a lot of good talking and a great time by all.



MOTORSPORTS ACADEMY MARCH 4th

The McBean's attended this week-end school to learn about being on the racetrack to help out during races. See Bob's report on Heartland Park for more information.

TECH SESSION MARCH 11

Thank you to Craig Vaughan and Foreign Car Enterprises for hosting this first very successful tech session of the year. About 25 people stayed for four hours to listen to Craig's expertise. He has offered to host this session next year - so be thinking what you'd like to learn.

REVISED
1989 CALENDAR

APR 16 SWAP MEET/TECH SESSION - RICK TORRES
APR 23 SNEAK PREVIEW HEARTLAND TRACK
APR 29 DAY TRIP - ST. JOSEPH
MAY 11 CLUB MEETING - ZARDA BBO -LENEXA, KS
MAY 13 BRAILLE RALLY
MAY 20 DAY TRIP
JUN 4 JAGUAR CONCOURS - PLAZA
JUN 4 SHRINERS CAR SHOW - BLUE RIDGE MALL
JUN9-11 TOUR - OZARKS - KALFRAN LODGE
JUN 25 DAY TRIP
JUL 8 PICNIC - SHAWNEE MISSION PARK
JUL15-16 SCCA NATIONAL - ST. LOUIS
JUL 22 DAY TRIP
AUG 6 DAY TRIP
AUG12-13 IMSA - TOPEKA
AUG 19 SWIM PARTY - BOB AND ESTHER WHITE'S
SEP 2-3 ALL BRITISH CAR SHOW - CROWN CENTER
SEP16-17 CAR SHOW - ST. LOUIS
SEP16-17 CONCOURS D'ELEGANCE -KC MUSEUM
SEP 23 DAY TRIP
OCT 1 CAR SHOW - LAWRENCE
OCT 7-8 TOUR - HERMANN, MO
OCT13-15 CAR SHOW - MEMPHIS
NOV 5 DAY TRIP
NOV 11 ANNUAL TRIUMPH DINNER

UNDERLINED EVENTS ARE SPONSORED BY
K.C. TRIUMPHS CLUB

COMING EVENTS

SWAP MEET/TECH SESSION

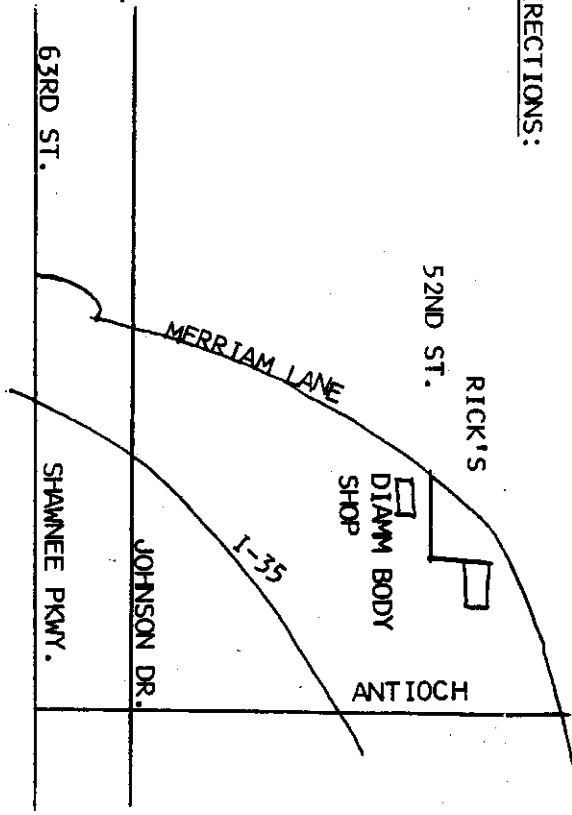
APRIL 16TH

RICK TORRES ENTERPRISES
8810 WEST 52ND ST.
MERRIAM, KS. 262-3336

1:00 P.M.
SUNDAY

THIS IS A GREAT CHANCE TO DISCUSS YOUR PROBLEMS WITH ONE OF OUR CLUB EXPERTS! BRING YOUR CAR PARTS TO SWAP AND SELL AND ENJOY AN AFTERNOON WITH OTHER BRITISH CAR LOVERS.

DIRECTIONS:



SNEAK PREVIEW DAY AT HEARTLAND RACE TRACK

APRIL 23 departing 10:30A.M.

MEET: INDIAN SPRINGS SHOPPING CTR. SUNDAY
47th & State Ave. (I-635 & State Ave.)
Kansas City KS

Dick Lunney of the Austin Healey Club has put together a fun day for all the British car clubs in K.C. We leave for Topeka at 10:30 and will motor via 24-40 Hwy or the Turnpike, reconvening at the track by 12:30 for a tour and a ride around the track. Bring your picnic lunch to share in the fun at Heartland.

FOR SALE:

TR3A PARTS - FRONT COWL, VERY STRAIGHT \$200; NEW BLACK TOP, STILL IN BOX (SNAPS NOT INSTALLED BUT INCLUDED) \$125; AS NEW PAIR BLACK SIDE CURTAINS \$225; USED BUT WORKING TEMPERATURE GAUGE \$65; SOLID PAIR SEATS WITH SPRINGS, BASES VERY NICE \$125. MANY, MANY MISCELLANEOUS PARTS INCLUDING GOOD SHEET METAL. CALL ME. TRIUMPH MEMBER LYNN METZGER (913) 843-3903 (LAWRENCE).

MGBGT 1970. MECHANICALLY SOUND. NEW CLUTCH. RUNS WELL. BEST OFFER BUYS. CALL FRANK TERRELL 361-1400 or 523-0661.

How do the Brits survive those wrong-way drivers?

I SUPPOSE A LOT of you think your ancestors came to America to escape religious and political persecution, don't you? Did it ever occur to you that these brave immigrants migrated to a new world so they could drive on the right side of the road?

My husband and I have just returned from a vacation to a British-owned island where drivers drive on the left (or wrong) side of the road and frankly, we are lucky to be alive.

From the moment we climbed into the rental car, we sensed something was amiss. My husband said, "Where's my steering wheel?"

I said, "I have it."

"I thought you didn't want to drive."
"Crawl over the gearshift and it's yours."

He eased the car out of the parking lot and into the traffic. I'm bere to tell you, we have lived life in the slow lane and life in the fast lane, but until you've spent a few days in the left lane, you have nothing to talk about.

Every time a car approached, my husband came to a dead stop and shut his eyes until it passed. Everything about the car defied familiarity. When he tried to turn on the lights, he succeeded in releasing the hood. When the windshield wipers began racing back and forth, I asked, "What are you doing?"

"Signaling for a left-hand turn," he said. *From Bowbeck -*

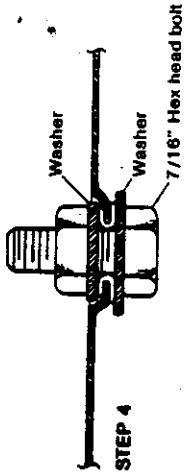
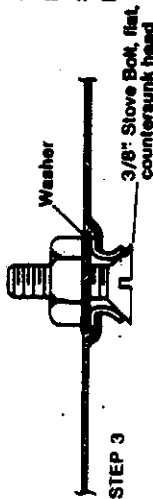
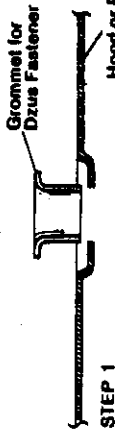
In the entire two weeks we were there, we never passed another car, put our car in reverse, parallel parked or made a right-hand turn. About the 50th time I told him he was driving to the wrong side of the road, he reminded me that he was doing the best he could while I just sat there and snatched in my breath. That's when I exploded. "Being a passenger in this car is no day at the beach," I said. "I have been flogged to death by tree branches, detached by gusher water, and have seen fear in the eyes of pedestrians that will haunt me for the rest of my life!"

I don't know why the Europeans make it so hard on themselves to drive. They've got enough problems without driving on the wrong side of the road. In retrospect, that could have been one of the reasons the war went badly for them. They were going the wrong way and didn't know it.

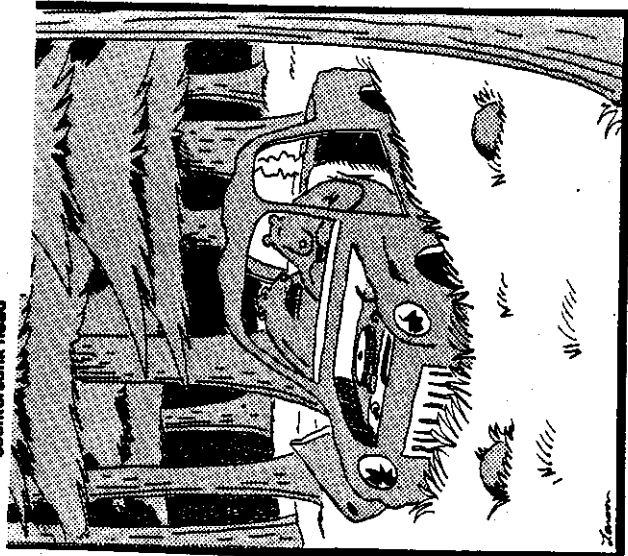
I'm just glad that my ancestors dreamed of a new land... a place where passengers didn't have to impale themselves on the brake to get to their seats... where you didn't have to be left-handed to shift gears, and where the tranquility of the countryside was not interrupted by a hysterical wife scolding at her husband, "Idiot! We're turning left! Put on your windshield wipers!"

TR3 DZUS FASTENER TIP

By William W. Froehner



In order to install the grommet for the Dzus fastener in the hood or bonnet of my Triumph TR3, I successfully used the above-illustrated method that I devised. This method worked beautifully and is far less likely to damage the surrounding paint than other recommended methods that involve using a hammer to flare the grommet. One additional comment though, between steps 4 and 5, a tapered rod, such as a drift pin, may have to be used to enlarge the hole slightly to allow the Dzus fastener to pass through.



"Think about it, Murray... If we could get this baby runnin', we could run overhikers, pick up females, chase down mule deer—man, we'd be the grizzlies from hell."

DAY TRIP - ST. JOSEPH

APRIL 29

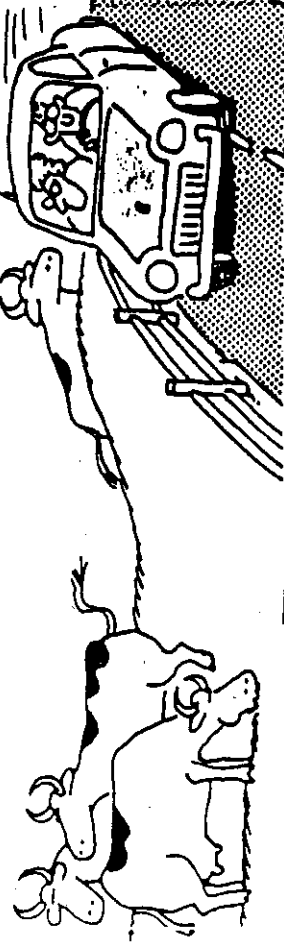
9:30 A.M.

SATURDAY

MEET: SHONEY'S IN KC, KS. SOUTHWEST BLVD AT 7TH ST. (RAINBOW BLVD.)

We'll drive up 7th and catch Hwy 45 through Parkville and Weston. Let's see those TR's - it's SPRING!! We'll eat lunch and tour St. Joe...SHOW UP! and please call Ted 361-9032 or Dick 649-8737 if you'll be there!

Here's something you may see along the way.



CLUB MEETING

MAY 11

ZARDA BBQ

87th AND QUIVIRA LENEXA, KS

6:00 P.M. EAT

7:00 P.M. MEET

THURSDAY

BE THERE..... or don't be there.....

BRAILLE RALLY

MAY 13

SATURDAY

Contact Craig Vaughan 471-6687 if you're interested in being a sighted driver for a blind navigator or vice versa!

DAY TRIP

MAY 20

SATURDAY

Hold this date open for another great Triumph adventure..We'll call or send a card.

ROLLS ROYCE, BENTLEY, JAGUAR CONCOURS

JUNE 4 SUNDAY
PLAZA

Contact Bob Gilmore 341-0674 for info.

SHRINER ANTIQUE, CLASSIC, AND SPECIAL INTEREST
CAR SHOW

JUNE 4 SUNDAY
BLUE RIDGE MALL INDEPENDENCE, MO

Meet by 9:30 A.M. to park with other TR's. Plan to leave your car until 4 P.M. It will be viewed by millions and become famous. Contact Clyde Young 356-1867 for more information.

TOUR - OZARKS

JUNE 9 - 11

MEET: BANNISTER MALL SOUTHEAST LOT
2:00 P.M. FRIDAY
8:00 A.M. SATURDAY

As of this writing, 14 couples have reserved rooms at Kalfran Lodge. Nine are planning to leave Friday. If you would like to travel with the group going on Friday please contact Bob or Marilyn 341-4124 to let them know. If you're traveling down on Saturday call Dick 649-8737 so no one gets left behind.

DAY TRIP

JUNE 25

SUNDAY

Round and round we go and where we might end up only a couple of people know.....hold this date open for another great Triumph adventure..We'll call or send a card. (This line sounds vaguely familiar...I think I'm repeating myself!)

Time for a Sunday Drive

For touring the countryside—
be it in 1909 or 1980—there's
nothing quite like a convertible
with the top down.

By Jutta Ristsoo

As long as there have been cars in the world, there have been convertibles. In fact, when the first horseless carriages appeared, all cars were convertibles and passengers took their country drives exposed to all the elements.

In 1909, the Ford Motor Company received a letter from an enthusiastic lady car owner: "Before our car came, the weather kept me indoors constantly," she wrote. "Now, wrapped up snug and warm, I welcome a drive in the rain or snow. I take my fill of the summer sunshine, the blue skies, and I know the brilliant woods of autumn as never before."

We can picture this hardy turn-of-the-century lady, smartly turned out in her long duster and wide-brim hat, setting out for her daily automotive constitutional, the top of her Model T Touring Car down and the wind blowing in her face. American romance with convertibles had begun.

Our enchantment continued unabated through the better part of the century. Then the energy crisis of the early '70s crushed the affection and sense of adventure that had previously characterized America's relationships with cars. Instead, practically reigned, and the convertible was pronounced dead. For several years, not one carefree convertible rolled off the assembly lines of Detroit.

But you can't keep a good thing down, and by 1982 brand-new shiny soft tops were again on the market.

My own romance with cars started when I sighted my first white Chevy Impala convertible...complete with red upholstery. They've been 1957

or '58. I was too young to drive, but I knew immediately that driving such a car could only help one's reputation in the neighborhood. If the truth be told, I wouldn't mind owning one of those classics today.

By the time I did actually learn to drive, my automotive tastes had matured, and I had the good sense to choose a boyfriend who was the proud owner of a 1959 Triumph TR-3. The lessons I learned mastering the manual shift and non-automatic steering of that TR-3 have served me well through the years. As anyone who has ever ridden in a TR-3 knows, it was among the last of the great English sports cars. It can't be a coincidence that some of the world's greatest convertibles come from England, which is also famous for its green and lush countryside. Imagine driving along the back roads of Dorset or the Lake country at a civilized pace, making overnight stops at local inns.

Some of the great convertible experiences of all time are to be had right here in the United States: spending an autumn

afternoon driving through the towns of New England; cruising the fragrant Blue Ridge Mountains on a spring evening; or stopping to watch the sunset along the Pacific coastline—all wonderful convertible experiences!

During the last few years, test driving cars for *Country Living* has given me a chance to renew my romance with convertibles. On a trip to Southern California last year, the images that remain after watching '60s surfing movies took hold. I soon found myself tooting up and down the Pacific Coast Highway from Venice Beach to Malibu, with the wind in my hair and the sun in my face. Even the next morning, when I awoke to find my face and arms resembled a boiled lobster, I didn't regret having lived out my adolescent convertible fantasy.

Spring will soon be upon us, and well be sighting hardy souls with their convertibles tops down, out for the year's first spin in the country. Surely they are harbingers of spring as true as robins and crocus blooms. ☺

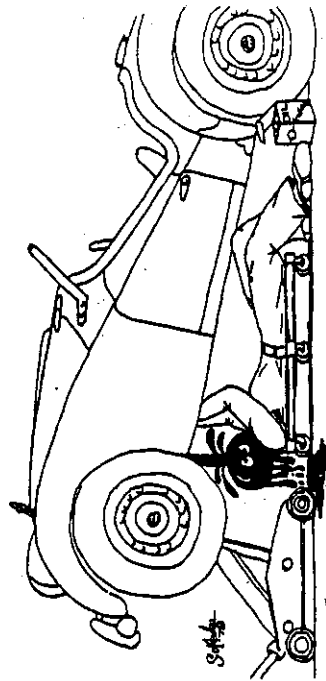
FROM COUNTRY LIVING
APRIL '89

THANKS TO JOHN COCHRAN
FOR SHARING

Ten Commandments For The Car Collector

- I. Thou shalt not store thy cars out-of-doors, except for thy wife's modern iron.
- II. Thou shalt not covet thy neighbor's car, nor his garage, nor his battery charger.
- III. Thou shalt not love thy cars more than thy wife and children; as much, but not more.
- III. Thou shalt not read thy Hemmings on company time, lest thy employer make it impossible to continue thy car payments.
- V. Thou shalt not despise thy neighbor's Edsel, nor his DeSoto, nor even his 1947 Plymouth.
- VI. Thou shalt not allow thy daughters nor thy sons to get married during the holy days of Hershey.
- VII. Thou shalt not deceive thy wife into thinking that thee is taking her for a romantic Sunday drive when, indeed, thou art going out to look at another car.
- VIII. Thou shalt not tell thy spouse the entire cost of thy latest restoration, at least not all at the same time.
- IX. Thou shalt not promise thy wife a new addition to the house and then use it to store cars; thou shalt not store cars in the attic.
- X. Thou shalt not buy thy wife a floor jack for Christmas.

-Donald R. Peterson



Thou shalt Annointed My
head With Oil Psalms 23:5

PICNIC AND THEATER IN THE PARK 3 - 10 P.M.
JULY 8 SATURDAY

SHAWNEE MISSION PARK
SHELTER HOUSE #5

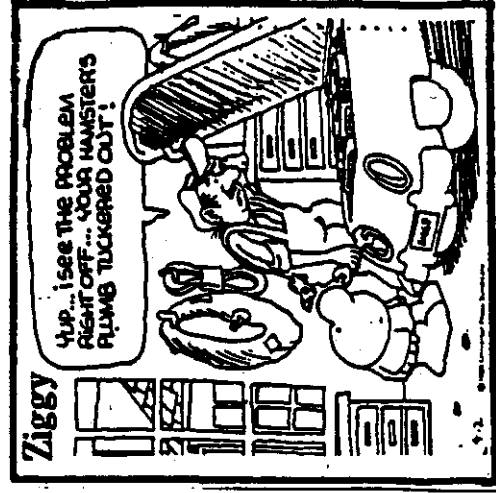
The MGA Club will join for BBQ buffet cooked again by our own personal chefs. More details next newsletter. The show being presented on this date is MUSIC MAN!

TOUR - HERMANN, MO

OCTOBER 7 - 8

All members interested in this tour to visit a winery, antique shops and enjoy the OKTOBERFEST.....please call Ric Curtiss by May 1st (or sooner) so he can get a count of people desiring reservations near Hermann. Ric and Diana's new number is 913-585-1220.

We hope everyone will participate in this overnight trip. There will be great roads and beautiful fall scenery.



EDITOR NOTE

Thank you, thank you, thank you!!!! It's actually fun getting the newsletter together when so many are contributing. You'll notice two of our members wrote articles for this one. Thanks Paul and Bobi Several people also sent articles to share with the club. Thank you to John and Marice this newsletter.

Extra thanks to Marice for a fantastic job on the roster of our club which was an insert in the last newsletter. Why not sit down and review it to see if anyone in your area is close by with a Triumph and you didn't even realize it?

I'd like to extend condolences from the KC Triumph Club to Margaret Luthy in the recent loss of her mother. Our thoughts are with you especially at this time.

Joni

ROSTER CHANGES

NEW MEMBERS:

RON AND ELAINE SASSO
2323 N. 73rd PLACE KC KS 66109
913-299-9152
'78 SPITFIRE FM 75302U

LISA BRADT BEAULIEU AND
J. DAVID BEAULIEU
24 W. DARTMOUTH KC MO 64113
816-361-1689
'67 MORGAN +4

RENEWAL MEMBER:

LARRY WOMBLE
RT. 1, BOX 206 LEETON MO 64761
916-647-2606

ADDRESS CHANGE:

CHAD STREETZ
RT. 2, BOX 190 SEDALIA MO 65301
816-826-8527
'65 TR4

Knocking, lead & valve wear

A few weeks ago, I purchased a 1970 Ford Torino with a 351 engine. The air-cleaner housing says the car needs premium fuel. The previous owner suggested using Shell SU 2000 premium unleaded and adding a lead-substitute additive to each tank of fuel.

The car pings under light acceleration and knocks under heavy acceleration. The previous owner advised against adjusting the timing any further to eliminate the pinging because it's adjusted as far as the car can tolerate. He also claims the engine and transmission have been rebuilt.

What additive should I use to satisfy the lubrication that the unleaded gasoline previously provided? Is there an additive that will boost octane to the levels required by my engine?

Bill Doty
Orange, California

I have a 1974 Triumph Spitfire which I purchased new, with only 25,000 miles on it. It ran fine on leaded regular gasoline, but on unleaded it seems to run rough and hot. I hesitate to run the car on unleaded for fear of valve and valve-seat damage. Can you suggest any additives that might help?

Russell M. Jedlund
Ashby, Minnesota

*First the Torino. It's a used car, and the engine has been apart, so don't take anything for granted. First make sure that the top dead-center mark on the pulley really indicates TDC. Then check the timing. Also check the function of the vacuum advance.
Today's fuel doesn't have the high-*

octane rating that was available in 1970, but there are signs that octane levels are increasing. We've seen stations with 93 pump octane. If your car knocks on currently available premium unleaded, you have several choices: Buy racing gasoline (expensive and illegal for street use in many states), keep pouring in octane booster (expensive, troublesome and possibly unhealthy), reduce the compression ratio (expensive) or retard the timing. We'd try the last one first, as it costs almost nothing.

Now for the Triumph Spitfire. We don't know if leaded regular is available in your area. In our area, leaded regular has one number higher pump octane than unleaded, 88 compared to 87; that alone could explain your rough running (probably incipient knock). If available, use leaded regular for the octane number alone. If not available, you'll just have to bite the financial bullet and use unleaded premium.

For both of you, there is no need to worry about lack of lead causing undue valve and seat wear. Such wear can occur, but only under extreme conditions of wide open throttle for hours on end.

**COMPLIMENTS:
ROAD AND TRACK
MAGAZINE**

BOB McBEAN

When the new Heartland Park racetrack opens, we will have a first class facility nearby. The longest circuit will be 2.5 miles, and several shorter options are available. The track will be 40' wide except in the drag strip area where it will be 60' wide. Some cars will reach 200 M.P.H. in the straight stretch. Viewing will be great from several grassy hills. There is an 80' difference in elevation between high and low points, as there are about 16 "corners" on the winding asphalt course, so the track will be very interesting for both driver and viewer.

Marilyn, Scott, and I together with a few dozen fanatics, braved terrific cold winds on March 4th to view the track. Two layers of asphalt were in place, the final layer awaited warmer weather. Several hundred thousand cubic yards of dirt have been moved, but much remains to be done. It will be a first class facility when completed, but construction is behind schedule.

We had scheduled a May 21st TR event to view the vintage racing but the track will probably not be ready at least until August, so we have cancelled this activity. I will keep you informed through my contacts with SCCA.

WHERE TRIUMPHS ARE FOUND

By Steve Conroy
Two weeks ago, Lori and I have the pleasure of seeing a great Valentine's Day movie called Coueline. It stars Ted Danson and Isabelle Rossellini. If you did not take your loved one to see it yet, believe me, you owe it to that person. It is a real "feel-good" movie.

There are three weddings in the movie, all of which take place outdoors. In all three wedding scenes there is a green TR7 in the background. It must have belonged to someone in the film, otherwise why would it have been in all three shots?

Besides the brief view of the TR7, the movie also has wonderful shots of British Columbia's countryside, a lot of good action shots of Ted Danson driving his old classic Indian motorcycle (they don't make 'em like that anymore), and a whole lot of derogatory BMW jokes. You see, one of the major characters is a BMW salesperson.

Well, what are you waiting for? Go see the movie; you'll love it!

In other where Triumphs are Found news, Gordon Wainzbum contributed the following reports of Triumph sightings: In the December 12th edition of USA Today, there was a listing of the top 12 Collectible Cars. It contained the 1963-62 Triumph TR2 and TR3 series. Also listed were the early Ford Mustangs and early Cadillacs Eldorados.

In last month's newsletter, we mentioned Gordon had reported that a new turbo-prop airplane is being built, which will bear the name of Triumph. This month, Gordon has provided additional information on the plane. It is being designed by Burt Rutan (of Galle Composites) who also designed the Voyager around-the-world aircraft. It will be powered by twin turbo-fan engines.

The last entry's from Bob Ragan: Apparently, the first episode of Moonlighting has Bruce and Cyolet chasing a bad guy in an old, beat-up TR4. The TR is much the worse for the wear following an encounter with an old Cadby, and the Moonlighters finally "triumph". Catch it the next time around!

CLASSIC CAR INSURANCE

IF YOU HAVE AN EARLY MODEL TRIUMPH (1974 OR EARLIER), ITS FULLY RESTORED OR ALL ORIGINAL IN GOOD CONDITION, THEN YOU MIGHT BE INTERESTED IN THIS INSURANCE AS IT WILL INSURE THE CAR ON THE "STATED VALUE" OR APPRAISED PRICE WHICH MAY BE 100 - 200% OR MORE OVER BLUE BOOK. THERE ARE SOME LIMITATIONS FOR SOME COMPANIES HOWEVER. THESE INCLUDE:

MUST BE KEPT IN A LOCKED GARAGE, PRIMARY PURPOSE IS TO ATTEND CLUB FUNCTIONS, ETC, MILEAGE LIMITATIONS, TOWING (TO CLUB EVENTS) IS ALSO COVERED, MUST SEND APPRAISAL & PHOTOS, MUST HAVE ALL ORIGINAL EQUIPMENT (THEY CHECK ENGINE NUMBERS AND MODIFICATIONS).

NOT ALL OF THE COMPANIES LISTED NEED ALL OF THESE PREREQUISITES. YOU CAN SAVE ALOT OF MONEY EACH YEAR FROM THESE COMPANIES OVER YOUR AUTO COMPANY. IF YOU CAN MEET THESE LIMITATIONS THEN TRY THESE COMPANIES AS THEY WILL SAVE YOU SOME MONEY & WON'T HASSLE YOU WHEN YOU CLAIM \$250 FOR A CENTER REAR BUMPER!!!

AMERICAN COLLECTORS INSURANCE

385 N. KINGS HWY
1-609-779-7212 OR 1-800-257-779-7212
DRIVERS MUST BE OVER 30 IF SINGLE OR 25 IF MARRIED, LOCKED GARAGE, 2,500 MILES PER YEAR

GORDON & SKELLY
1970 & OLDER VEHICLES
1-800-257-9496

J.C. TAYLOR
1-800-345-8290

K & K INSURANCE
1-219-427-3000

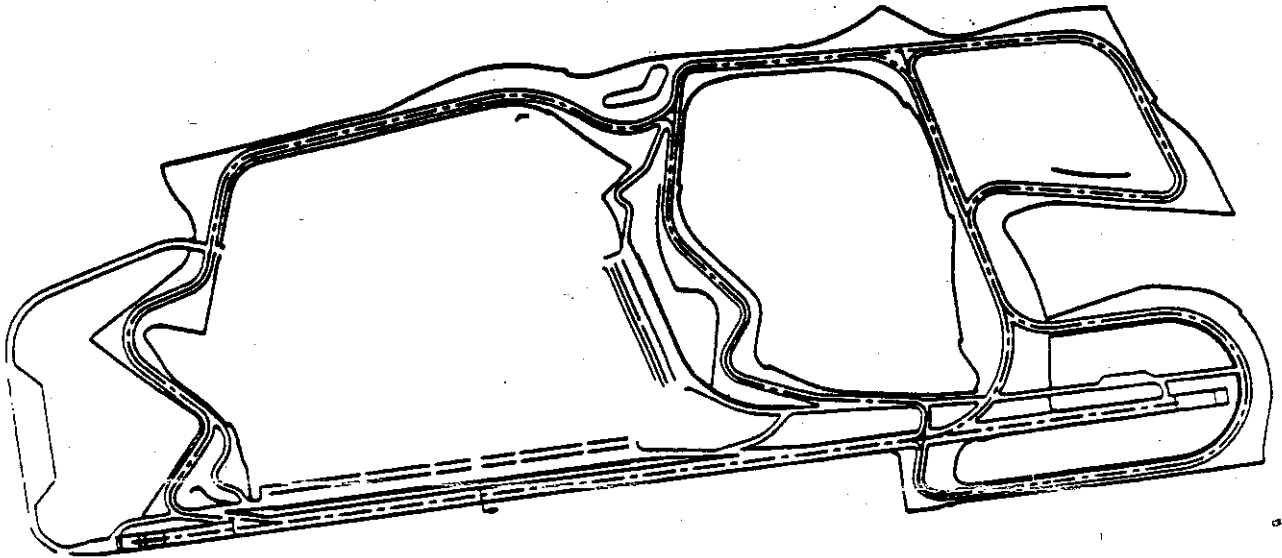
THESE COMPANIES ARE VERY WELL KNOWN & RELIABLE; THEY PAY THE VALUE OF YOUR CAR RATHER THAN PAYING FROM WHAT A BOOK SAYS YOUR CAR IS WORTH.

from Rocky Mtn Club



7103 Southwest Montara Parkway
Topeka, Kansas 66619
913-862-RACE

The Center of America's Motorsports



Address: Heartland Park Topeka
7103 S.W. Montara Parkway
Topeka, Kansas 66619

Phone: 913-862-7223
Fax: 913-862-0571

Staff:

James Cook, President
Stuart Duncan, Director of Track Operations
Tristan Lewis, Public Relations Director
Stephanie Cook, Public Relations
Phil Rosette, Vice President of Marketing
Arlin J. Kippes, Director of Security
Jim Tomes, Director of Track Facilities
Patrick O'Shaughnessy, Financial
Tim Owen, Accounting

Note: No dogs or pets allowed on the premises.

Description of Track:

Heartland Park Topeka is a 14 turn 2.5 mile road course featuring a 2800 ft. front straight with 8 left and 6 right hand turns. Total elevation change around the circuit is over 70 feet, with a minimum circuit width of 40 ft. Also included in the course design is a 1 5/8 mile Club Course, a complete drag strip facility and paddock space for 600 competitors.

Directions to the Track:

Heartland Park Topeka is located 5 miles south of Topeka off the Kansas Turnpike (I-470) on US-75, adjacent to Forbes Field airport.

Heartland Park Topeka is 75 miles from the Kansas City International Airport. From KCI: Take I-29 N to I-435 S to I-70 W. I-70 W becomes the Kansas Turnpike (\$1.75 to Topeka).

Official Hotel
Holiday Inn Holidayome
605 Fairlawn
Topeka, Kansas
913 - 272 - 8040

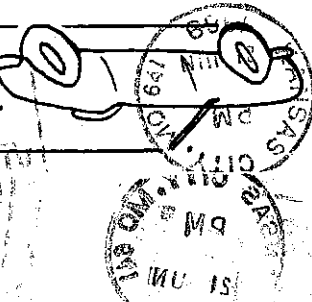
SPORTS CAR CLUB

PAUL MORRIDE
3240 NORTH 66TH
KANSAS CITY, KS.
66104



KANSAS CITY TRIUMPH

15224 BEFFER DRIVE
PARKVILLE, MO 64152



ZIP CODE 64108

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VOLUME XI ISSUE 6
JULY 1989

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| COVER ARTWORK | MARLA BLEVINS | |

* * * * *

DIRECTOR COMMENT

THIS MONTH MY MESSAGE IS ABOUT "MOTORING IN YOUR TRIUMPH." ALL WHO RECEIVE THE NEWSLETTER ARE MEMBERS OF THE K.C. TRIUMPHS SPORTS CAR CLUB. MOST OF YOU OWN TRIUMPH AUTOMOBILES RANGING FROM SHOW QUALITY TO JUST FOR FUN "DRIVERS." WE HAVE ABOUT SEVENTY-FIVE MEMBERS AT THIS TIME.

IN OUR FIRST THREE DRIVING EVENTS THIS YEAR WE HAD A TURNOUT OF FIVE CARS FOR THE ST. JOSEPH RIDE, 4 CARS FOR THE LEXINGTON RIDE AND 16 CARS FOR THE LAKE OF THE OZARKS WEEK-END.

THE RIDES WERE ALL VERY ENJOYABLE, PARTICULARLY THE OZARKS RIDE WHICH INCLUDED ABOUT TWENTY MILES OF HILLY, CURVY BLACKTOP THAT WAS READY-MADE FOR THESE WONDERFUL LITTLE SPORTS CARS. PERHAPS THE BEST WAY TO DESCRIBE THAT 20 MILES IS TO SAY THAT "BOYS WILL BE BOYS" AND SORRY YOU MISSED IT, IF YOU DID!

AND THEN I'D LIKE TO ISSUE YOU AN INVITATION TO JOIN US MORE OFTEN FOR THE MANY EVENTS SCHEDULED FOR THE BALANCE OF SUMMER, 1989. MAYBE WE CAN FIND SOME MORE HILLY, CURVY ROADS SOMEWHERE!

IN ANY CASE, YOU'RE ALL TR-IFIC!!

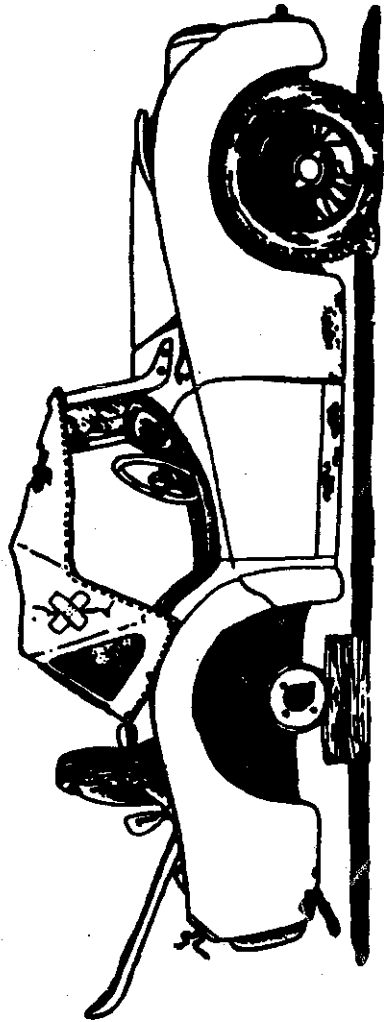
TED

IN THE LAST NEWSLETTER I MENTIONED THAT THE SPEEDO AND TACH POSITIONS ON THE DASH OF A TR3 WERE REVERSED BY THE FACTORY IN 1958 (TS29098) WITH THE SPEEDO TO THE RIGHT OF THE STEERING COLUMN FROM THEN ON THROUGH TR3 PRODUCTION. A PRIZE WAS OFFERED FOR THE FIRST CORRECT ANSWER AS TO WHY THE SWITCH WAS MADE. I'M HAPPY TO ANNOUNCE THAT T.R. WILSON FOUND THE ANSWER AFTER CONSIDERABLE EFFORT, WHICH INCLUDED A TRIP TO THE LIBRARY AND 2 LONG DISTANCE PHONE CALLS (ROADSTER FACTORY DIDN'T KNOW).

STANDARD TRIUMPH IN THE 50'S & 60'S WAS VERY SENSITIVE TO THE SUGGESTIONS OF THEIR NORTH AMERICAN DEALERS. SINCE THE TR3 WAS BEING USED IN TSD RALLYING BY MANY OWNERS AND THE NAVIGATOR COULD NOT SEE THE SPEEDOMETER TO THE LEFT OF THE STEERING WHEEL, THE FACTORY OBLIGINGLY SWITCHED THE INSTRUMENT POSITIONS.

T.R. WILSON WAS ABLE TO CONTACT BILL REDINGER IN NEBRASKA WHO HAD CO AUTHORED A LIST OF PRODUCTION CHANGES THAT GAVE THE REASON FOR THE SWITCH. CONGRATULATIONS T.R.!!

PUT A TRIUMPH IN YOUR DAY.



MAY 20TH DAY TRIP TO LEXINGTON, MO. THREE CARS LEFT K.C. TOGETHER AND WERE JOINED AT LEXINGTON BY THE MOORE'S TO EAT LUNCH AT RIVERTOWN RESTAURANT ON MAIN STREET

JUNE 9-11 OZARKS TOUR WAS ATTENDED BY 13 TR'S, 2 AMERICAN AND 1 JAGUAR, ALONG WITH THEIR OWNERS, WE DINED, DANCED, RACED GO-KARTS, PLAYED MINI-GOLF, ATE FROZEN CUSTARD, SAW COUNTRY SHOWS, TOOK A BOAT RIDE, SWAM A LITTLE, SAW A FEW RAIN DROPS AND HAD A FANTASTIC WEEK-END. SEE YOU NEXT YEAR!!!!

TEN YEARS AGO

PAUL MC BRIDE

UPCOMING EVENTS IN THE JULY, 1979 NEWSLETTER WERE "LAKE" ORIENTATED. A LAKE PERRY TOUR COMPLETE WITH GIMMICK RALLY, MINI CONCOURS, PICNIC, ETC., AND A PICNIC AT LAKE JACOMO WITH THE ASSOCIATED ANTIQUE CAR CLUBS WERE SCHEDULED FOR JULY AND AUGUST.

THE PAST EVENTS REPORT MENTIONED THE TEN TRIUMPHS PRESENT AT THE SHRINERS' CAR SHOW, AND THE ENJOYABLE TIME 16 MEMBERS HAD ON THE WESTON TOUR (VIA HWY. 5 AND FORT LEAVENWORTH). JOE AND BARBARA WINTERS OPENED THEIR HOME TO US FOR AN END OF TOUR RENDEVOUS. THE MGT SERIES CLUB INVITED US TO PARTICIPATE IN AN AUTOCROSS AT THE MUNICIPAL AIRPORT AND THE 8 TRIUMPHS SOON DOMINATED WITH YOURS (TRULY TURNING BEST TIME OF THE DAY.

IN THE DIRECTOR'S NOTE I APPEALED TO THE 1/3 OF OUR MEMBERS WHO HAD NEVER ATTENDED A CLUB EVENT TO JOIN IN THE FUN. (WE DIDN'T REALIZE THAT 2/3'S PARTICIPATION WAS REALLY QUITE GOOD!).

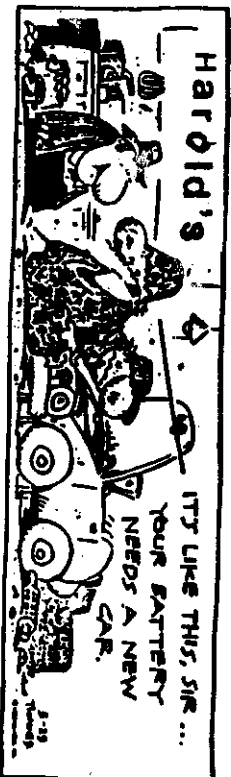
GARY DAVIS WAS LOOKING FOR HELP IN THE PRINTING OF THE NEWSLETTER - THE COST PER COPY HAD GONE FROM 5¢ TO 45¢.

REVISED
1989 CALENDAR

- JUNE 25 DAY TRIP
- JULY 8 PICNIC - SHANNEE MISSION PARK
- JULY 22 DAY TRIP
- AUGUST 6 DAY TRIP
- AUGUST 12-13 IMSA - TOPEKA
- AUGUST 19 SWIM PARTY - BOB & ESTHER WHITE'S
- SEPT. 2-3 ALL BRITISH CAR SHOW - CROWN CENTER
- SEPT. 16-17 CAR SHOW - ST. LOUIS
- SEPT. 16-17 CONCOURS D'ELEGANCE - K.C. MUSEUM
- SEPT. 23 DAY TRIP
- OCT. 1 CAR SHOW - LAWRENCE
- OCT. 7 COSTUME PARTY - RIC & DIANA CURTISS
- OCT. 13-15 CAR SHOW - MEMPHIS
- NOV. 5 DAY TRIP
- NOV. 11 ANNUAL TRIUMPH DINNER

UNDERLINED EVENTS ARE SPONSORED BY K.C. TRIUMPH CLUB

UPDATE OF ROSTER NEXT ISSUE.



SNEAK PREVIEW DAY

After an early breakfast and under gray skies, the Midwest MGA Club met with other KC British Car clubs at Indian Springs Mall on Sunday, April 23rd for the drive to Topeka, Ks. We were all invited for a sneak preview of the new Heartland Park Topeka race track. We all split up into small caravans and headed west, using the highways of our choice. After reaching Topeka, we all reconvened at a roadside park just a mile away from Heartland Park for a picnic, and a short rest.

Stuart Duncan, Director of Track Operations, was on hand to bring us up to date on construction activity and to answer any questions we had about the facility. After picking up some current literature we all caravanned over to the race track.

Since this is a brand new facility, our tour was limited to only the track, because no structures had been built, yet. But, I don't think anyone was disappointed because tour the track we did! We all got to drive our British sports cars the way they were meant to be driven; hard into the corners and fast on the straight-a-ways at unchecked speeds as many times as we wanted to! All three Topeka TV Stations were on hand to film the event and we even made the front page of The Topeka Capital-Journal. Dick Lunney, the co-ordinator for this event said "The Management was delighted by both our enthusiasm and the positive media coverage. So much so that they'd like to extend to the Kansas City British Car & Cycle Clubs a yearly Spring invitation to visit and hold a picnic, car show and track tour. They're proposing an annual April weekend before normal race dates begin. This might become an excellent annual driving season kick-off event like the Labor Day show has become the culmination event of the year."

COMING EVENTS

DAY TRIP

JUNE 25TH

10:00 A.M. SUNDAY

ONE HOUR TO DESTINATION ON A GREAT TRIUMPH ROAD!! WE WILL HAVE A PICNIC AT OUR DESTINATION AND TOUR THE AREA.

BRING YOUR OWN LUNCH AND MEET IN THE K-MART PARKING LOT (NEXT TO FURR'S CAFETERIA) AT 78TH & STATE IN K.C., KANSAS.

DON'T MISS THIS TRIP!!!! TAKE A DAY OFF FOR A TOP DOWN RIDE!

PICNIC & THEATER IN THE PARK

JULY 8

3 - 10 P.M. SATURDAY

SHAWNEE MISSION PARK
SHELTER HOUSE NO. 5

THE SHELTER HOUSE IS RESERVED FOR THE TRIUMPH CLUB AND MGA CLUB BEGINNING AT 3:00 P.M. COME EARLY TO VISIT OR PARTICIPATE IN THE WATER SPORTS AT THE LAKE. THE CLUBS WILL PROVIDE MEATS, EATING UTENSILS, PLATES, NAPKINS AND SOFT DRINKS. NO ALCOHOLIC BEVERAGES ALLOWED IN THE PARK.

PLEASE BRING A SIDE DISH OF YOUR CHOICE. WE WILL PLAN TO EAT ABOUT 6:00. THE MUSIC MAN STARTS AT 8:00 P.M. FOR THOSE WISHING TO ATTEND THE THEATER.

BRING A BLANKET OR LAWN CHAIR.

DAY TRIP

JULY 22

SATURDAY

DAY TRIP

AUGUST 6

SUNDAY

MARK THESE DATES ON YOUR CALENDAR FOR FANTASTIC JOURNEYS INTO THE ADVENTURES OF TRIUMPHING..... WE'LL CALL YOU TO GIVE YOU DETAILS - OR YOU CALL US WITH SUGGESTIONS!!!!

PAST EVENTS

APRIL 16TH - THANK YOU TO RICK TORRES FOR SPONSORING THE SWAP MEET & TECH SESSION.

APRIL 23RD - SNEAK PREVIEW AT HEARTLAND.

APRIL 29TH - FIVE CARS LEFT K.C. WITH TOPS UP TO TRAVEL TO ST. JOSEPH. WE WOUND OUR WAY OVER THE BACK ROADS FOLLOWING THE MISSOURI RIVER WITH A SUNNY BUT WINDY DAY TO GUIDE US. AFTER TOURING THE PONY EXPRESS MUSEUM WE ATE LUNCH AT A FABULOUS HOME-COOKED CAFETERIA STYLE RESTAURANT....YUMMY! THEN WE EACH WENT OUR OWN WAY TO EXPLORE MORE OF THE SITES. THANKS TO DICK LUTHY FOR HIS PLANNING TO MAKE THIS A GREAT DAY!

MAY 11TH - CLUB MEETING AT ZARDA BBQ IN LENEXA WAS ATTENDED BY 31. SEVERAL ITEMS OF INTEREST WERE DISCUSSED. PAT HEARTY IS GOING TO EXPLORE NAME TAGS FOR OUR CLUB. PLEASE SEE THE ORDER FORM ELSEWHERE IN THIS NEWSLETTER. OUR PRESENT MEMBERSHIP HAS GROWN TO 75 MEMBERS PLUS WIVES, IF APPLICABLE.

BRaille RALLYE A BIG SUCCESS

LAST MONTH'S RUNNING OF THE 6TH ANNUAL BRaille RALLYE WAS WELL ATTENDED AND RAN UNDER GREAT WEATHER.

THE RALLYE WAS SCORED WITH A POSSIBLE 465 POINTS.

CONGRATULATIONS TO THE FOLLOWING WINNERS:

1ST PLACE - DAN DICKINSON, SR. & RONNIE SMITH, 428 POINTS.

2ND PLACE - JIM BRADY & DOUG DAVIS, 416 POINTS.

3RD PLACE - DAN DICKINSON, JR. & LATAESHA FENNIX, 395.5 POINTS.

SWIM PARTY

AUGUST 19 3:00 P.M., SATURDAY

BOB AND ESTHER WHITE HAVE GRACIOUSLY OPENED THEIR HOME TO US FOR A SWIM PARTY AGAIN THIS YEAR! PLEASE BRING YOUR SUIT, SNACKS & DRINKS AND LOOK FOR THE CIRCLE DRIVE OF TRIUMPHS AT 8525 METCALF IN OVERLAND PARK.

ALL BRITISH CAR AND CYCLE SHOW

LABOR DAY WEEK-END CROWN CENTER
SEPTEMBER 2 - 3

RESERVE THIS WEEK-END FOR A SUPER GATHERING OF ALL BRITISH CARS AND MOTOR CYCLES. PLAN TO BRING AND SHOW YOUR VEHICLE AND STAY FOR THE EVENTS AND GREAT HAPPENINGS. THE REGISTRATION FORMS WILL BE OUT IN JULY.

CONTACT TED HONIG FOR MORE INFORMATION AT 361-9032.

\$339,000 TRIUMPH

No, not one of our beloved cars, but would you believe you can buy a new house in a development under construction by Triumph Builders, Inc. in Flanders, New Jersey. The 'Triumph' model has 3100 square feet and a two car garage.

If you are really into it, you can even have it built on one of 16 lots in the subdivision which front on a street to be named Triumph Court. If you just have to have one of these homes, you can call Triumph Builders at 201-669-1700.

TRIUMPH

FOR SALE

We, members of the K.C. Triumph Sport Car Club, dedicated to the preservation and restoration of our beloved TR's, to an outsider (driver of Detroit iron) are a strange group of people. Here we are, top down, wind playing havoc with our wives or dates, as the case may be, recent hair fashion, sun, bugs, dust, rain -- yea, strange we are, knowing we are driving a car that when the road curves tight this doll goes as if on rails around curves the Detroit bunch hopes they make. On the straight ways it purrs along ever obedient to our slightest steering, acceleration, or braking request. Yea, we are crazy - like a fox.

We spend, maybe too much, on hunks and chunks to bring back to original our pride and joy. We drive, with one eye on road condition, the rest of our senses ever searching for the least sound of any trouble. Swell with pride when the car performs better than ever before, after a slight adjustment here or there, marvel that just maybe we have beat the Lucas hoodoo by use of a 22 cal rifle wire brush to improve continuity in various parts of the electrical system.

We spit and polish, brush, shine, wash, clean, wax, touch up paint, witch hunt possible troubles all in anticipation to the day we attend a club function. Sure we collect bugs, dirt and grime on our cars as well as ourselves, keep strict vigil on the "crazzees", as one member calls them, that seem to swarm when we have our cars on the road, but the enjoyable company of a great bunch of people that makes up this club compensates us in every way for our work.

Our women support us, put up with conditions on the road they know could be much easier, with grease spots that appear on clothes and carpets, arriving at a function with the all popular "Wind Blown Hairdo". When a small part must be made of gold to justify the cost of it, yea -- love is great.

So - it's a club that we are proud to be a member of and know others that feel the same.

Herb and Wanda Moore

TR4 HOOD (BONNET)

EXCELLENT!!! WELL, NOT BAD AND ONLY \$40.00

CONTACT TRIUMPH CLUB MEMBER DENNIS HEARTY, 897-9543.

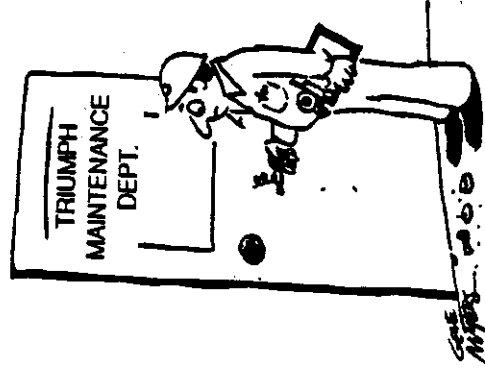
ROSTER CHANGE

RIC AND DIANA CURTISS - NEW PHONE NUMBER 913/585-1220.

ORDER NOW FOR FALL

TRIUMPH CLUB JACKETS \$31.80
SWEATSHIRTS \$13.25

CONTACT JONI WILSON TO ORDER. NEXT ORDER WILL GO IN ON JULY 17TH - CALL NOW!!

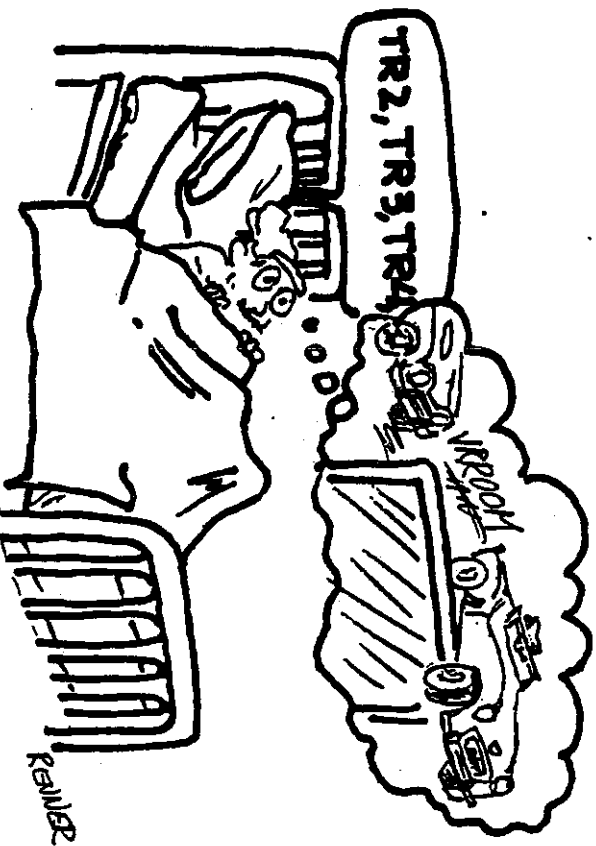
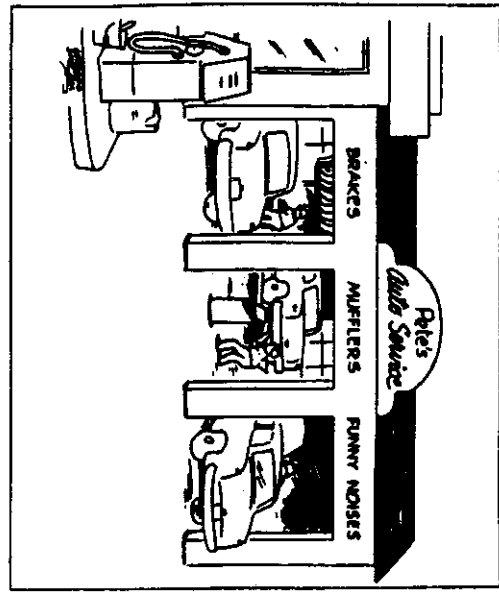


NAME TAG ORDER FORM

AT LAST - YOU CAN KNOW WHO YOU ARE! NAME TAG WILL IDENTIFY OUR CLUB AND YOU AT EVENTS. COST IS \$2.50 PER TAG. MAKE CHECK PAYABLE TO K.C. TRIUMPHS AND MAIL TO JIM BRADY, 5224 BLUFF DRIVE, PARKVILLE, MO. 64152, BY JULY 15TH PLEASE PRINT BELOW VERY LEGIBLY FIRST AND LAST NAMES TO BE PRINTED. TAGS WILL BE AVAILABLE AT THE ALL BRITISH MEET IN SEPTEMBER, OR SOONER IF AVAILABLE.

FIRST NAME _____ LAST NAME _____

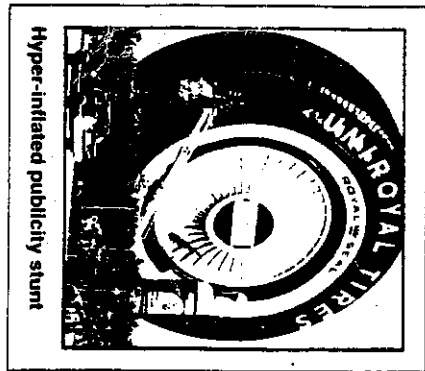
FIRST NAME _____ LAST NAME _____



THE TRIUMPH ENTHUSIAST INSOBVIAC

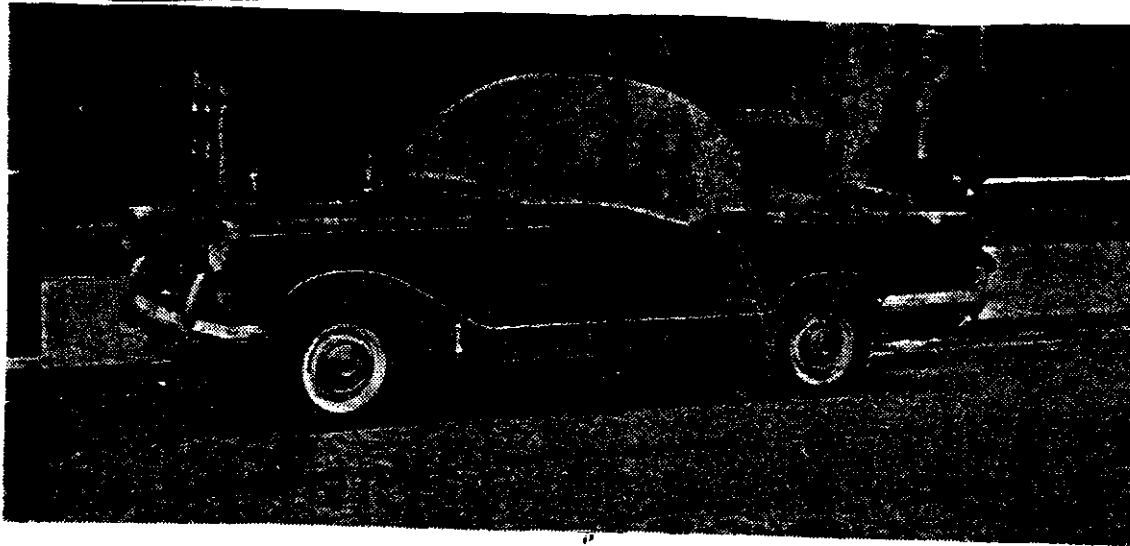
OUT TAKES

Faded to black. Never underestimate the longevity of the seemingly ephemeral publicity stunt. Back in 1964, Unitroyal (now Unitoral-Goodrich) built a tire-shaped Ferris wheel for the New York World's Fair. Now only a billboard, the 80-ft structure stands hard beside I-94 near Detroit, a local icon to kirsch. Enter Armor All, seeking a prop to inflate the claim it will "beauty" its one-billionth tire in 1989; and what needs Armor All more than a 25-year-old tire? Plans to stage the union of giant spray bottle and giant tire as a first-day-of-spring "news event" were thwarted, though: A one-day delay was blamed on high winds. Hammm ... anyone check for a rim leak? ■



Hyper-inflated publicity stunt

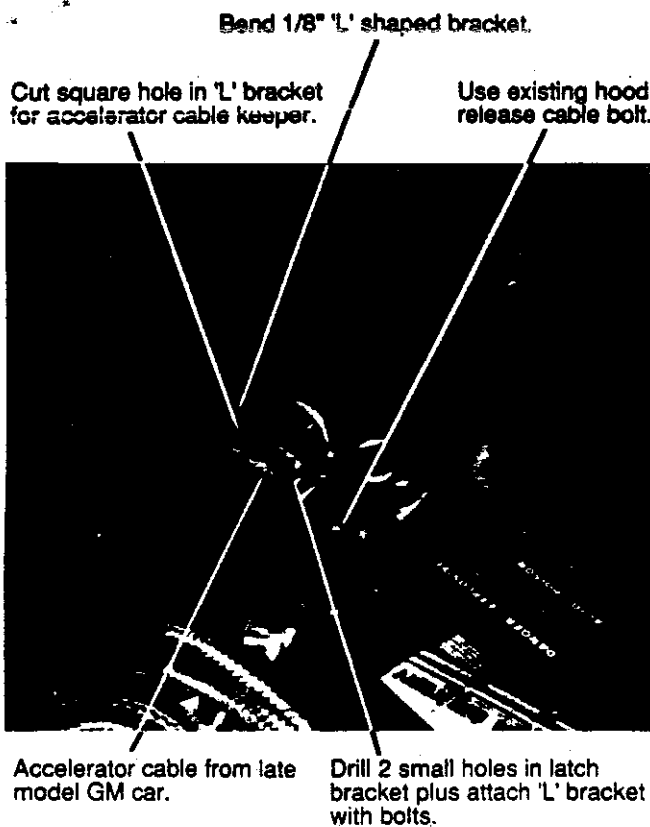
The latest in Triumph Herald rain proofing in England.



photograph by Gary A. Feldman..

More On The TR6 Bonnet Release Problem

By Horst Ressedorf



course, I soon figured out that you were talking about the TR6 Bonnet, and I read on.

I have owned my 1976 TR6 since new, and believe in avoiding problems whenever possible, rather than dealing with repairs. One fine day, I was tinkering with my Triumph (an ongoing pursuit), and decided to adjust the bonnet a bit. (Mistake! Do not try this at home, kiddies!) When I finally slammed it shut to admire my work, I discovered that now it did not "pop" up as it should when I pulled the release cable. Oh well. With the help of a small piece of wire bent into a hook, and some careful pulling, I got it up without damaging the paintwork. After I had readjusted the bonnet, I looked at the latching device, and wondered what kind of hell would have to be paid if the cable ever broke! Your article describes it quite well.

In the hopes of helping some other TR6 owners (and maybe myself with a gift certificate from you for a contribution?), let me share with you my solution to this problem. I am also enclosing a photo to

illustrate this modification.

First off, take a tour of your local salvage yard. Find a late model GM accelerator cable. (I took mine off a Caddy - probably the same as a Chevy). Find a $4\frac{1}{2} \times 1 \times \frac{1}{8}$ piece of steel strip. Bend this thing into an L shape with the short leg being 1". On the short leg, cut a square hole to accommodate the keeper of the accelerator cable. Drill two small holes (about $\frac{1}{8}$ " should do it) into the long leg of the bracket, and corresponding holes in the latch mechanism on the car. The bracket is then affixed on the latch mechanism with the short leg of the bracket facing to the right, and pointed upward as you sit in the car. Take out the existing bonnet release cable retaining screw at the latch, slip the eye of the accelerator cable over it, and retighten. Snap the accelerator cable keeper into the square hole, and drop the other end of the cable through the existing hole in the body underneath the rear carburetor. If you want to get fancy, form a small loop at the end of the cable that now dangles inconspicuously behind your right front tyre. Now in the event the release cable ever breaks, you just reach underneath, and in second, your bonnet is up! Actually the fabrication and installation takes a lot longer to describe than to do. Maybe 20 minutes. (While a backup release cable is not a bad idea, keeping your original release mechanism in good operating condition is a must!-Ed.)

Horst will receive a gift certificate for his contribution.

I have just read with some interest the article entitled "Opening Your TR6 Hood The Hard Way" in the Winter 1988 issue of *Moss Motoring*. What an intriguing title! Of

THANKS TO DICK LUTHY FOR THIS ARTICLE!