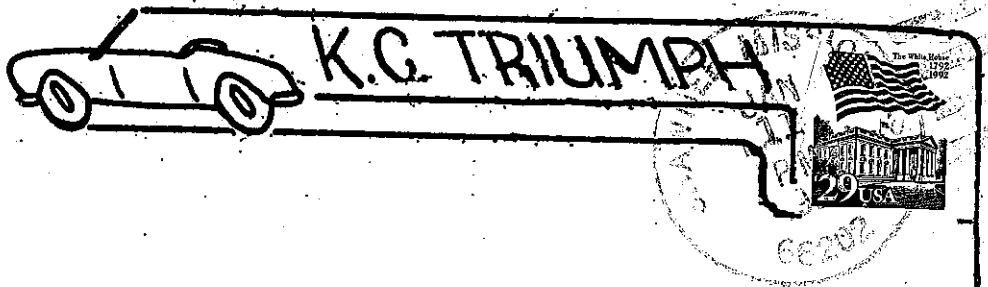


*Dedicated to the Preservation
and Restoration of
Triumph Sports Cars*

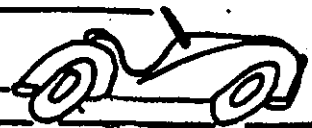
*Volume XV — Issue I
January 1993*

2008 Riggs
Stilwell, Ks 66085



RENEWED: Y
PAUL MCBRIDE
3240 NORTH 66TH
KANSAS CITY, KANSAS 66104

SPORTS CAR CLUB



OFFICERS

Director	Jim Brady / Cynthia Yin	816 587-6754
Assistant Director	Randy Adkins / Ann Marie	816 587-2242
Secretary/Treasurer	Melanie Hoch / Charlie	913 478-3799
Publicity	Cynthia Yin	816 587-6754
Newsletter Editor	Pat Fischer	913 897-9543
Membership	Margaret Luthy	913 649-8737
Historian	Paul McBride	913 334-6615
Technical Editor	Gary Davis	913 441-2733

Thanks Due!

Thanks to outgoing "Co-Directors" Marilyn and Bob McBean. After several years of Triumph Club service in various offices, the McBeans felt they were ready for the ultimate promotion...to club members.

Thanks so much, Bob and Marilyn, for your work, your patience, your hospitality.

*Thanks to incoming club officers
for keeping this club rolling along.*

Send Classified Ads for next issue to:

Pat Fischer
20008 Riggs
Stilwell, Kansas 66085

Classified Ads

Spiffire Parts

Roll bar for Spiffire 1500 \$40
Radiator for '79-'80 Spiffire \$10

Contact Ron Sasso @ 299-9152 after 5 p.m.

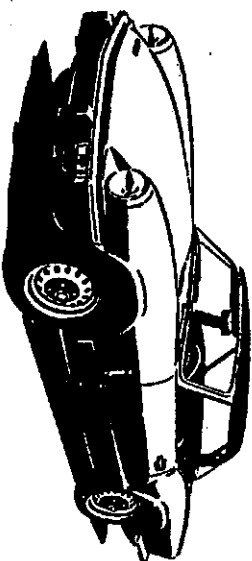
(Ron is a new member. Welcome him to the club.)

"Keep 'em On The Road"

10% Discount To Club Members

City Counter Pick-Up Only

Monday - Friday 9 to 6
Saturday 9 to 5



British Motor Heritage Approved Distributor
VICTORIA BRITISH LTD.
14600 W. 107th, Lenexa, KS 66215



Call Ahead ♦ 913-541-0880


10 Years Ago

Richard Peak began his tenure as newsletter editor with the January 1983 issue. He recognized his folly but promised to do his best, and with the perspective of this column, I can testify that it was very good indeed! The annual dinner party featured a slide presentation by Gary Davis that included various novel accessories: "Continental" kits for early TRs! Matt Quesenberry joined the club and is now an unofficial decadal member...not to be confused with "decadent."

The upcoming February "too cold for top down party" was scheduled at the Tanglewood Clubhouse. The year's tentative schedule contained a comprehensive 12 club events...much has changed and little has changed.

Put a Triumph in your day!

Paul McBride



memo:

- Remember the Triumph Club Planning Meeting, February 5 at Zarda Bar-B-Q, 87th and Quivira.
- 6:30 dinner, 7:00 meeting
- Mention the Triumph Club when you order

Welcome to New Members—

Gary & Vicki Lee
P.O. Box 234
Nebraska City, Nebraska 68410
402 873-7410

Mike Hackley
5830 NW Delta
Kansas City, Missouri 64151
816 587-5607

1974 Triumph Spitfire
1974 Triumph TR6

Ron & Elaine Sasso
2323 North 73rd Place
Kansas City, Kansas 66109
913 299-9152

1978 Spitfire



Member Profile

Didn't you always want to know more about.....Randy Adkins?

Current cars owned: 1986 Toyota Forerunner (holds 4 kegs or elk meat)
1992 Eagle Talon (Ann's car)
1979 Spitfire (89,000 miles)

How long Triumph owned: 12 years

The Spitfire was Randy's first car, given to him by very understanding parents when he was 16. He gave the car to Ann as a wedding present, but has since taken back the car. This year Randy plans to enhance the sound of the car by installing a Monza exhaust system. Listen for him at the next driving event.

Other cars he would like to own: 1981 wine-colored Corvette
(currently owned by his father)

Years club member: 3 (currently serving as assistant director)



Car People

Director's Note

I hope the holiday celebrations treated you right and not too much of the plum pudding found its way to your waistline. In less time than you think we'll be putting our TRs back on the road again. On some of these balmy winter days I hear my trusty companion (not Cynthia) begin to be taken off the jack stands (obviously not Cynthia) and unceagred from the garage so we can go re-explore the crowned roads in the surrounding country.

In preparation for when that day comes, mark your calendar for our annual planning meeting on Friday, February 5, at Zarda Bar-B-Q (see details on the next page). As in the past, we'll be making the 1993 event schedule and looking for new ideas and places to visit. (Of course, this is after we finish socializing.)

I've already heard a proposal for an "Antique Run," perhaps to Nebraska City with visits to all the antique shops along the way. (I'm not worried. How many shops could that be? And besides, my TR can't hold too many antiques.)

Anyone who was good enough for Santa to leave some TR parts under the tree might consider sponsoring a tech event. What better way to capitalize on the cumulative skills and experience in the club? Let's keep those great cars on the road!

In addition to our "Main Course" of events, there are lots of new possibilities. Put on your thinking caps, come to the planning meeting and volunteer to sponsor an activity.

Remember to visit your garage, speak softly to your baby and warm up that engine.

Keep a TRIUMPH in your day

Jim



At the All-British Car Show in September I walked up to my TR250 while two men were looking at it. We started to talk a little about the car, and one of the men said, "I was just telling my friend here that if I ever bought a British car it would have to be a TR250."

"Why? Because it was only made one year?" I asked.

No, he said, because back in 1968 he was sitting in his Mustang at a red light when a Triumph next to him blew him away on green. Before that, he went on, British sports cars were just kind of nice looking, but slow.* "I can still see the back of that car pulling away from me with that 'TR250' tag on the back end."

"And here you are," I said, "24 years later, chasing the back of that disappearing car."

"That's right."

And that's what our cars do to us, isn't it? The Power of the Myth. That's the power our cars — the cars we own and the cars we want to own — have over us. Good thing we like it.

* He said this. I didn't.

Pat

Thank You

Thanks for the past year to Nancy & Woody,
Suzanne & Bernie, Marice & Ricci, Marilyn &
Bob and Wanda & Herb. And you know why.

Pat

Triumph Events

VTR National Convention: Everett, Washington
August 4 - 8, 1993

Sponsored by the Tyee Triumph Club of Seattle

Events include: Autocross, rallies (including a ferry boat ride), Car Show in a beautiful setting, food and drink, models, crafts, photo competitions and guided tours of the Boeing 747 Plant.

Quadfest V: Cedar Rapids, Iowa

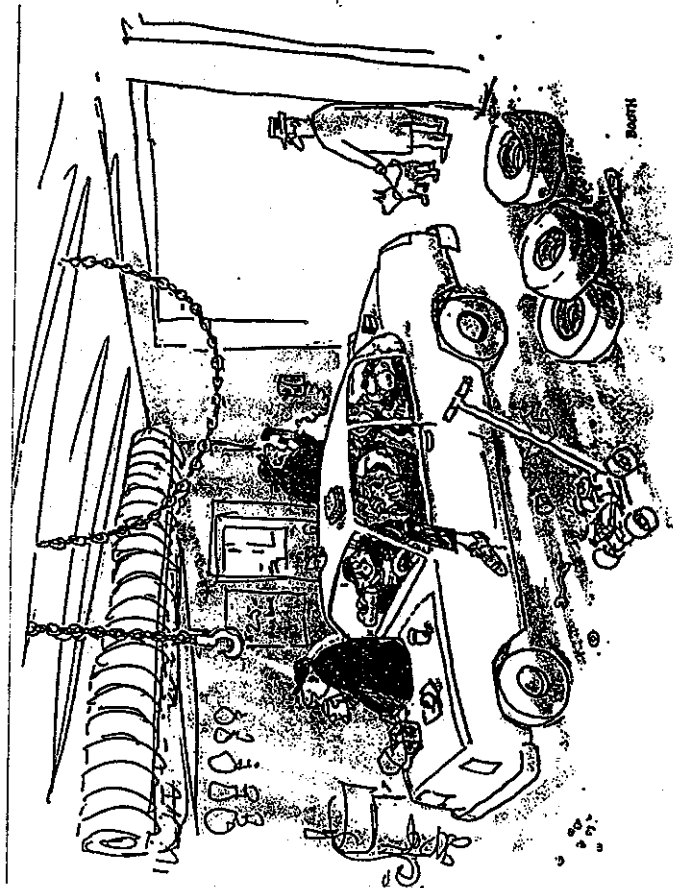
September 24 - 26, 1993

Sponsored by Hawkeye Triumphs, LTD.

An invitational concours and touring event for all Triumph enthusiasts from Iowa, Illinois, Minnesota, Wisconsin, Nebraska and Missouri.

Concours by popular voting with Best of Show awarded by local judges. Concours held at Duffy's car museum featuring cars from the '40s, '50s and '60s.

For more information about these events call Pat Fischer, 913-897-9543.



"Your car will be ready, Mrs. Whittington, right after lunch."

Our Club Events

K C Triumphs Planning Meeting 1993

Friday, February 5, 1993

7:00 Meeting

6:30 for supper
(you know where)

Zarda Bar-B-Q, 87th & Quivira

Note!

**Come hear the details of a new location for
our June trip to Lake of the Ozarks!**

Mark your Calendars!

✓ Fun get-together

Join your Triumph friends for food, fun, and car talk, of course.

Wednesday, February 17

6:30 p.m.

Fuddrucker's 8725 Metcalf

✓ Fun get-together (tentative)

Sunday, March 14

O'Malley's Pub featuring Irish Music
at Short & Welt Streets, Weston, MO

watch for details later

Reprinted from The New Yorker

Reprinted from Autoweek, November 30, 1992

1970-77 Triumph Stag

Underrated grand tourer beset by a balky V8

By Stuart Martin Rigler

To many it was known simply as the Triumph *Snag*. Perhaps rather unkindly but with a certain ring of truth. The car was conceived as a luxurious GT and would ultimately be considered by Triumph to be an inexpensive alternative to the Mercedes SL. But that's getting ahead of the story.

Standard Triumph's long-time styling consultant was none other than Giovanni Michelotti, who had overseen such previous models as the Standard Vanguard III, the 2000 saloon range and the quirky Herald on which the Spitfire was based. In 1964 a 2000 saloon was requested by Michelotti as the basis for a show car intended for the Turin Motor Show.

The result was a handsome four-seat drophead coupe that so struck Triumph managing director Harry Webster that the car never made it to Turin. It was instead packed off to Britain and—with high hopes of large North American sales figures—was placed in pre-production.

After the prototype's arrival in England it was christened TR6 in lieu of the further modernizing of the then-current TR4 and upcoming TR5 project. The prototype was powered by the 2000 cc straight six also found in the Vitesse and ultimately the GT6 of 1967. It soon became clear, however, that this car was a very different animal from the popular TR range. A new name was adopted as its code: Stag.

During the mid-1960s and prior to its takeover by Leyland, Triumph was already quite busy preparing a series of engines based around many of the same components. There was to be an overhead-cam slant four and a similar V8, essentially two fours together. The slant four went on to power the ill-fated TR7, among others, and also the Saab 99, where it was installed back-to-front! The V8 was 2.5 liters but was expanded to 3000 cc in production for improved low-end torque. It was envisaged early on that the Rover/Buick 3.5-liter V8 (still in use today in Range Rover, *et al.*)

would be a likely powerplant for the Stag after the six-cylinder was deemed unsuitable for a car of this type. For political reasons within the new British Leyland, the company fitted its own V8, which proved the Stag's eventual undoing.

The Stag was to be on the market for the 1968 model year with a choice of either the four-speed gearbox from the TR4A with

oped in which the canvas top fell into a metal well behind the rear seat, completely hidden when stowed. A sumptuous vinyl and walnut interior was installed with a complete complement of Smiths gauges, tilt and telescopic steering column, the most comfortable and adjustable seats ever installed in any Triumph and luxurious Wilton wool carpeting. The vinyl was actually believed to be leather by

more than a few contemporary road testers.

Finally entering production the Stag proved itself to be a wonderful road car. It easily outdistanced the now elderly TR in comfort, handling and perhaps even speed if compared with a U.S.-spec TR6. But as fine a car as the Stag was, there were problems. Nearly all of the early cars suffered engine maladies. They were a combination of an underdeveloped powerplant, lack of proper maintenance by owners more used to the bulletproof ruggedness of the TRs, and major labor problems at Triumph's new £11-million plant at Speke in Liverpool. It didn't take long for the car to take on a Chevy Vega-like reputation for reli-

ability. Consequently, only a few thousand were sold in the States and the model was quietly dropped after the 1973 model year in this country. It soldiered on in Britain through 1977 with 25,877 Stags having been built, far short of the expected 12,000 per year.

Today, the Stag seems to have finally found its niche. With careful and thorough maintenance its engine can be made reliable, and luckily the car is the centerpiece of the largest single marque club in Britain, with the support of an innumerable amount of Stag specialists and parts available. Even the curious roll bar that added so much to the Stag's distinctiveness is today seen on many cars 20 years younger.

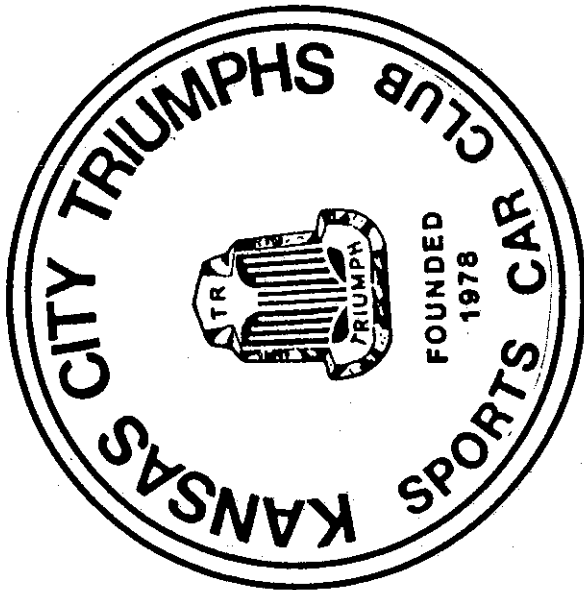
Amazingly, the Stag still feels like a modern and very roadworthy car, something that can't be said of many other British cars of the same era. It's a shame that it has taken so many years after its demise to be fully appreciated. It may not have ever been a true competitor to Mercedes' SL, but it was Triumph's finest road car. ■



Available detachable hardtop (above) hid Stag's most noticeable feature, the roll bar (left)

overdrive (which eventually became optional) or the ubiquitous Borg-Warner Type 35 three-speed automatic. However, plans fell behind, schedules ran late and of course the V8 was proving troublesome even at this early stage. In the end the Stag didn't enter the market until the 1970 model year, still with an underdeveloped engine. Bosch fuel injection had been dropped in favor of twin Stromberg 175s, and new U.S. emissions standards were adding to the problems.

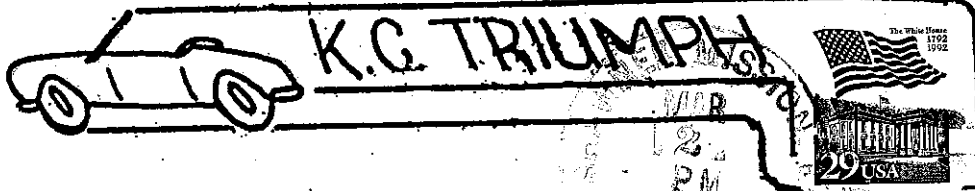
Meanwhile, the Stag's body had gone through several changes since its Michelotti days. The wheelbase had been shortened six inches, making the car a 2+2 rather than a full four-seater, and the car now closely resembled the newly revamped 2000 and 2500 saloons. They were, in fact, completely different, adding to the complication and cost of the project. The hidden headlights of the prototype were now gone and—most striking of all—the roll bar was added. Even late in the Stag's development, Triumph was quite unsure about the lack



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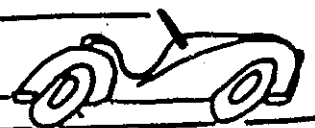
Volume XV — Issue ~~1~~ 2
March-April 1993

3021 Tutbury Town Road
Topeka, KS 66614



PAUL MCBRIDE
3240 N 66TH
KANSAS CITY, KS 66104

SPORTS CAR CLUB



News, Ads, Etc.,

TOOL TIME

Several of us have discussed the idea of sharing tools, particularly larger, more expensive or specialized ones that aren't found in every Triumph owner's garage...such as engine hoists, welders, bead/sand blasters, etc. These could either be used at the tool owner's house, or loaned out, thereby freeing up precious garage space, as seen fit by each owner. Obviously, tools should be returned in better than borrowed condition. (Your suggestions on how best to handle any tool damage while on loan would be appreciated.) Presently we have available:

ENGINE HOIST
ENGINE STAND
EXHAUST ANALYZER

PARTS WASHER
PULLERS
GRINDERS

MISC. HAND TOOLS
COIL SPRING COMPRESSOR
HYDRAULIC PRESS

If you have something that might be of use to other club members, or if you would like to use something we have, please call me. I will keep a list of who has what and where it is.

Thon Basom 649-1244

CLASSIFIED

**WANTED: 1 or 2 New/Used Redline 185/15
Michelins for my 1974 TR6**

Omar Conrad (H) (913) 451-6157

WANTED: 1/2" Drive Ratchet

(I have the socket set.) Do you have a spare you don't need? Would like to swap for one 10" "World" Triumph hubcap.

Pat Fischer W (913) 791-7000 Ext. 1845
H (913) 897-9543

**The Central Oklahoma Vintage Triumph Register presents 1993 Regional Meet
April 30 — May 2 in Ardmore, OK 73157**

The regional meet includes concours, touring rallye, dinner party, "parking lot mischief," driving events and a brunch banquet.

For more details, call Pat: 913 897-9543

CALL FOR NEWSLETTERS

If you are receiving this newsletter for your club and you are not the editor of your newsletter, please send the name, address and phone number of your editor. Sending our newsletter to your editor will make it much easier to inform your members about our events. Thank you.

Send changes of name and address for club newsletters to:
Kansas City Triumphs, 3021 Tutbury Town Road, Topeka, KS 66614

The Art of Triumph Maintenance

Robert Persig's *Zen and the Art of Motorcycle Maintenance* is a classic from the '70s currently gaining favor for its study of quality. He says the first negative aspect of maintenance is "stuckness." If you've worked on your own Triumph, a lot of this will sound familiar:

"A screw sticks, for example, on a side cover assembly. You check the manual see if there might be any special cause for this screw to come off so hard, but all it says is 'Remove side cover plate' in that wonderful terse technical style that never tells you what you want to know. There's no earlier procedure left undone that might cause the cover screws to stick.

If you're experienced you'd probably apply a penetrating liquid and an impact driver at this point. But suppose you're inexperienced and you attach a self-locking plier wrench to the shank of your screwdriver and really twist it hard, a procedure you've had success with in the past, but which this time succeeds only in tearing the slot of the screw.

Your mind was already thinking ahead to what you would do when the cover plate was off, and so it takes a little time to realize that this irritating minor annoyance of a torn screw slot isn't just irritating and minor. You're stuck. Stopped. Terminated. It's absolutely stopped you from fixing the motorcycle.

This isn't a rare scene in science or technology. This is the commonest scene of all. Just plain *stuck*. In traditional maintenance this is the worst of all moments, so bad that you have avoided even thinking about it before you come to it...

This is the zero moment of consciousness. Stuck. No answer. Honked. Kaput. It's a miserable experience emotionally. You're losing time. You're incompetent. You don't know what you're doing. You should be ashamed of yourself. You should take the machine to a real mechanic who knows how to figure these things out.

It's normal at this point for the fear-anger syndrome to take over and make you want to hammer on that side plate with a chisel, to pound it off with a sledge if necessary. You think about it and the more you think about it the more you're inclined to take the whole machine to a high bridge and drop it off. It's just outrageous that a tiny little slot of a screw can defeat you so totally...

...Normally screws are so cheap and small and simple you think of them as unimportant. But now, as your Quality awareness becomes stronger, you realize that this one, individual, particular screw is neither cheap nor small nor unimportant. Right now this screw is worth exactly the selling price of the whole motorcycle, because the motorcycle is actually valueless until you get the screw out."

So, Triumph owners, you thought maybe you were alone in testing the joys of mechanical work? But, no. I can tell that this man, Persig, has actually done this stuff. Perhaps we'll continue next issue to see where this "stuckness" leads us.

P.F.

Please Welcome Our New Members

Harvey E. & Lorna Simpson
3525 Stanton
Lee's Summit, Mo 64064
816 524-7046
1966 Spitfire
1974 TR6

Joseph Barnes
1020 W. 44 #5
Kansas City, Mo 64111
816 471-8344(W)
816 561-1708(H)
1959 TR3A

Tamara K. Gibson
16109 E. 28 Terr. S. #2619
Independence, Mo 64055
816 478-3927
1967 Spitfire

Stephen Thurlow & Louise
13410 Prairie Creek Road
Platte City, Mo 64079
816 431-5861
1979 Spitfire 1500

Triumph Technicalities

Gary Davis stops by in the middle of his world tour to give us some tech tips

As I continue my quest to improve and maintain my TR3, I sometimes question the true goal of my efforts. I like to think that better performance and handling will be the result, but when it comes down to the truth, reliability and safety are the key goals. Reliability is central to everyone's concern and another term that seems to come up is longevity. We always look at a car's condition as a function of miles, but this may not be an accurate measure based on the age of our cars and the low number of miles we put on them each year. The ability of the mechanical components to survive many years instead of many miles is the true goal.

One area that is getting great attention these days is engine oil. We all see the ads that tell us the worst thing we do to our motors to start them. This is not much of a factor for a car driven every day because the oil will still provide protection on the bearing surfaces during the period between start and full lubrication. The problem comes when the engine sits for long periods of time and is then started. Those few seconds, before full lubrication, can cause more wear than several thousand miles of normal driving. This is especially true in the upper engine on the rocker shaft and rocker arms. Professional racers solve this problem by using a pre-oiling system to circulate the oil throughout the engine before they ever try to start it.

The real message here is to look for ways to help prevent, or at least lessen, this premature wear. A recent article in a major publication gives a very good review of synthetic oils. I cannot review the entire article in this column, but I will try to highlight the main positive points and

drawbacks. The plus side is outstanding and includes: oil change intervals can be extended to 10,000 miles, less buildup of sludge due to lower engine temperatures in the vital friction areas, and better sealing properties of the oil in the upper piston rings, lower oil temperatures by as much as 50 degrees, less piston varnish, less wear in bearings, less oil consumption, increased mileage (10% or more) and increased horsepower.

The down side is, of course, the cost, but this is somewhat offset by the increased change intervals (provided you can keep the oil in the engine and off the garage floor), and there is a real concern about using synthetics in an older, high-mileage engine. Because the synthetic does such a great job of eliminating varnish buildup on the engine seals, it could cause the old seals to start leaking due to the loss of the false sealing qualities of the varnish. One other note of importance concerns oil filter replacement. Even though the synthetic oil is good for long intervals between changes, the filter should still be changed at normal intervals of 3,000 — 5,000 miles.

If you do decide that a synthetic oil or additive is for you, be sure to follow the manufacturers recommendations and remember that every time you start that Triumph after a long winter or a few days' rest, you may be saving your engine from undue wear and be increasing its life span.

Thanks for your interest in this column. This information was extracted from *Popular Hot Rodding*, January 1993.

Gary Davis

Historical Notes—10 Years Ago

Johnson Countians were lobbying to get the tax on their old Triumphs based on depreciation rather than the "Old Cars Price Guide." Our newsletter had a supporting editorial.

Richard Peak reported on two new Loctite products: EXTEND, a rust treatment, and CHISEL, the gasket and carbon remover in a can. They've since become common chemicals on our garage shelves.

There was a glowing report of the February party at Tanglewood Clubhouse. Herb and Wanda Moore brought a "Triumph" cake.

The March 1983 newsletter began a series of Triumph Trivia. I thought it might be fun to re-phrase them as questions, and I'll print the answers in the next issue.

Or if you don't want to wait, you could dig out the old newsletters.

1. What year and model did the Triumph factory first offer metallic paint?
2. The first Triumph SOHC 4-cyl engine appeared in 1969 in what car?
3. What was the last car to bear the "Standard" name (as in Standard-Triumph)?
4. What did the initials TR originally signify?

Well, there they are. Have fun, and PUT A TRIUMPH IN YOUR DAY.

Paul McBride

Your Local Club Events

March 13, Saturday:

Sheldon Classic Auto Restoration

Come tour Sheldon Classic Auto Restoration of Lawrence, KS, and see fellow club member Jeff Given's TR3A getting new paint. Meet at Victoria British at 10:30 am. We will drive to Lawrence stopping for lunch at Wendy's (about 11:30) on the corner of 23rd Street and Louisiana. At about 12:30 we'll drive past Lawrence Outlet Mall (for those members wanting a different type of tour) and on to Sheldon's. The tour will begin at 1:00 P.M. Sheldon's is located at 1410 North 3rd Street. It is a large white building about 2 blocks north of I-70 and the East Lawrence Exit. Point Person: Jim Brady (816) 587-6754

April 3, Saturday

Antique & Rib Run

Linda and Larry Birks are master antiquers who have planned an adventure south of Kansas City for us. The 150-mile round trip will start at Louisburg Cider Mill, famous for fresh donuts, coffee and hot cider. The Mill store has munchies in stock if you like to carry extra supplies along, too. The tour will include Garnett for antiques and crafts, Williamsburg for lunch (Larry, "...the best bar-b-que ribs I've ever had!"), Ottawa and, possibly, Waverly. The Antique Run should end back at the Cider Mill around 4.

Note: Meet at Tippin's, 110th & Metcalf at 8 am to drive to Louisburg Cider Mill in a group. Point Person: Larry Birks (816) 758-6660

April 17, Saturday, 9 am

After Taxes Wash/Wax/Tune Up

How do Triumph owners celebrate spring? By cleaning up their cars, of course! Meet at K & S Construction in Parkville for the club's clean-up day. Swap horror stories of winter. Swap horror stories of car maintenance. Swap some of your expertise.

Bring your own tools and supplies to the garage area for some serious car "get-ready" for the season ahead. **K & S is 3/4 mile west of Main Street on Highway FF.** (See map below.) Point Person: Randy Adkins (816) 587-2242

April 21, Wednesday, 6:30 pm

Club Night Out at Beamer's Garage Bar & Grill 5908 Outlook, Mission, (off Johnson Drive)

Come socialize & eat. Enough said.

IMPORTANT DATES AHEAD

May 16 Pig Roast at Herb & Wanda Moore's in Windsor

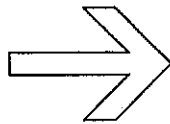
May 29 Vintage Aircraft Fly In in Atchison

June 11-13 Lake of the Ozark's Trip to Marina Bay

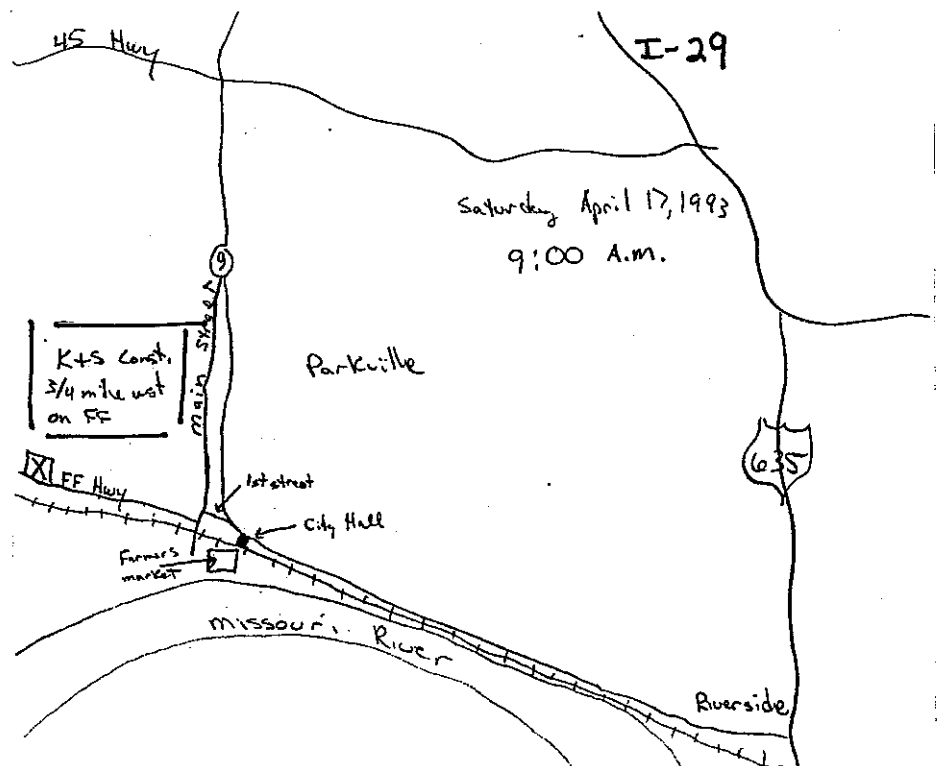
MAKE YOUR RESERVATIONS EARLY

**April 17, Saturday,
9 am**

**After Taxes
Wash/Wax/Tune Up
Parkville**



Please bring your own tools



Triumph Club Trip to Marina Bay — Lake of the Ozarks



Destination: *Marina Bay Resort*

Osage Beach, Lakeside rooms, Condos Available, Restaurant & lounge overlooking the water, Deli, 2 outdoor pools, Indoor sports complex—pool, spa, nautilus equipment. Boat rentals, water skiing equipment available.

When: June 11, 12, 13

Rates: \$65.00 for single King, Double, Murphy Suite (double w/hide-a-bed)
\$75.00 Condo, single \$95.00 Condo, double

Reservations: 15 rooms are being held for the club in Bldg. LP11 Will be held until May 11

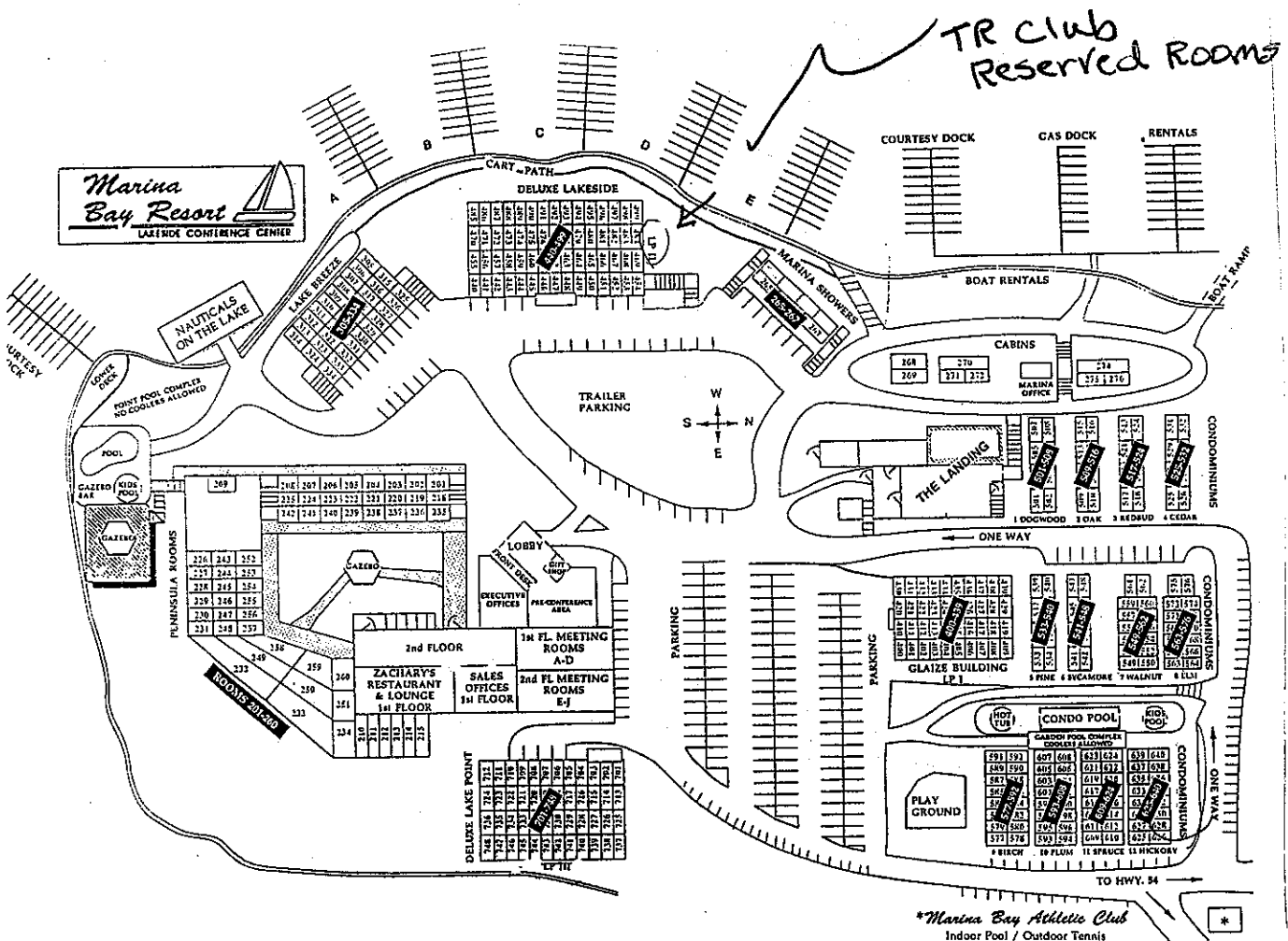
CALL: **800-377-6274**

Say you're with the Kansas City Triumphs

Here's the Rules: *Guarantee your reservation by check or credit card*

OR Check in June 11 by 4:00

Check-Out Time is 4:00 Sunday



K C Triumphs 1993 Event Schedule

March 13 Sat: Tour Sheldon Classic Auto Restoration, Lawrence KS
(leaving from Victoria British at 10:30 am)
Point Person: Jim Brady

April 3 Sat: Antique Run, leaving from Tippin's at 110 & Metcalf at 8 am
Point Person: Larry Birks

April 17 Sat: After Taxes Wash/Wax/Tune Up, Parkville, 9 am
Point Person: Randy Adkins

**April 21 Wed: Club Night Out — Beamer's Garage Bar & Grill, 5908 Outlook, Mission,
(off Johnson Drive) 6:30 pm**

May 16 Sun: Pig Roast at Herb and Wanda Moore's - Windsor, MO
Point Person: Herb Moore/Jim Brady

May 29 Sat: Vintage AirCraft Fly In - Atchison
Point Person: Dawna Adams-Davis

June 4-5 Fri/Sat: MG Heartland Regionals

June 11-13 Fri-Sun: Annual Ozark Trip - Marina Bay Resort
Point Person: Pat Fischer

June 26 Sat: Powell Gardens Tour with the Alfa Club
Point Person: Cynthia Yin

July 10 Sat: All British Annual Picnic - Shawnee Mission Park
Point Person: Ricci Ballesteros

August 1 Sun: O'Malley's Public House, Weston, MO
Point Person: Randy Adkins

August 4-8 Wed-Sun: VTR National Convention, Everett, WA

August 13-15 Fri-Sun: The Roadster Factory Party - Armagh, PA

August 21 Sat: Sonic/Drive-In Night - 63rd and Metcalf
Point Person: Bernie Hoff

September 4-5, Sat/Sun: All British Car Meet, Marriot at KCI

September 18-19, Sat/Sun: St. Louis Car Show

September 24-26, Fri-Sun: Quadfest VTR, Cedar Rapids, Iowa

Oct 3 Sun: Lawrence Car Show, Lawrence, KS
Point Person: Tony Nixon

Oct 30 Sat: Chili Party at the Maloney-Underwood's
Point Person: Woody Underwood

Nov 30 Sat: Annual Dinner

*More information for
these Mar-April events
is elsewhere in this
newsletter!*

*Tempus Fugit!
Make your reservations
early for Marina Bay*



**Official Club events are in Bold
Print and have a point person to
contact for late information.**

**Mark your calendars, your day
timers, your Franklin Planners so
you don't miss a club event.**

Kansas City Triumphs **OFFICERS**

Director	Jim Brady / Cynthia Yin816 587-6754
Assistant Director	Randy Adkins / Ann Marie.....816 587-2242
Secretary/Treasurer	Melanie Hoch / Charlie.....913 478-3799
Publicity	Cynthia Yin.....816 587-6754
Newsletter Editor	Pat Fischer.....913 897-9543
Membership	Margaret Luthy913 649-8737
Historian	Paul McBride913 334-6615
Technical Editor	Gary Davis913 441-2733

Send Classified Ads (or News!) for the next issue to:

*Pat Fischer
20008 Riggs
Stilwell, Kansas 66085*



Director's Notes

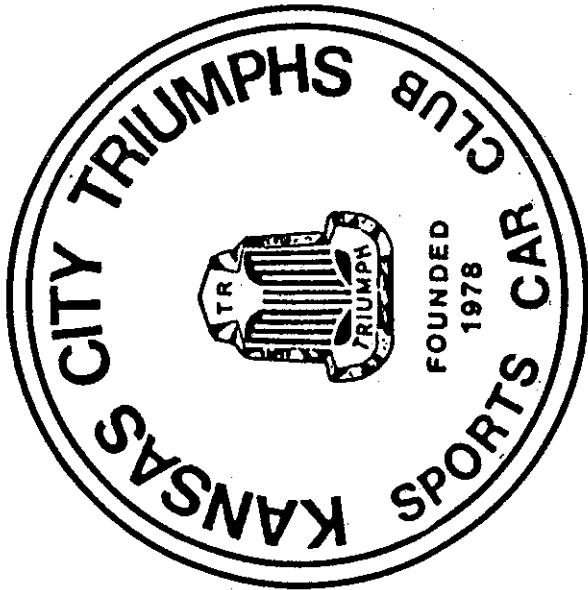
The 1993 Triumph Year officially began with a successful planning meeting on February 5. This year's schedule includes some "classic" events — like our Ozarks Trip; some repeats of historical events — like the pig roast at Herb and Wanda Moore's; and some new events — like the Powell Gardens Tour with the Alfa Romeo Club. Mark your calendars, and let's go out and have some fun!

A BIG THANKS to Bernie Hoff and Woody Underwood for volunteering to be our club representatives to the All British committee.

Put a TRIUMPH in your day.

Baby Notice!

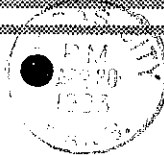
Bob & Marilyn McBean are proud grandparents again. Daughter Christine had a baby girl, Mikayla, 7 lbs., 20 oz., on February 8.



*Dedicated to the Preservation
and Restoration of
Triumph Sports Cars*

Volume XV — Issue ~~2~~ 3
May 1993

3021 Tutbury Town Rd.
Topeka, KS 66614



PAUL MCBRIDE
3240 N 66TH
KANSAS CITY, KS 66104

I'd rather be driving my Triumph

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Stilwell, Kansas 66085*



Director's Notes

Spring has finally arrived in Kansas City. Well....at least enough of Spring to encourage me to get the TR3 off the jack stands and out of its garage corner. I even managed to install a new top, which has been very useful in the damp, cold, English-type weather we've been experiencing.

My timing could not be better, as we are entering one of the best times of year to drive an open top sports car. (Autumn being the other.) And with all the upcoming Club events we have plenty of excuses to get out and enjoy our cars....Hope to see you all on the road.

Put a TRIUMPH in your day.



*May 16: Pig Roast at the Moore's in Windsor
May 29: Vintage Air Craft Fly-In, Atchison
June 11-13: Annual Ozark Trip
June 26: Powell Gardens Tour with the Alfa Club*

K C Triumphs Event Round-Up

Sheldon Classic Auto Restoration, March 13

On March 13 K C Triumphs enjoyed a tour of Sheldon Classic Auto Restoration in Lawrence. This place was cleaner than your living room...so clean, in fact, that it's hard to believe they work on cars there. It's a beautiful facility with a lot of interesting cars in various stages of restoration, and James Sheldon explained the process of work being done on club member Jeff Givens' TR3. Many thanks to Jeff and James for spending their Saturday at the shop for our tour.

Antique Run, April 3

Seven carloads (including three Triumphs) braved the cold, rainy weather to enjoy a delightful day of antique shopping. We first warmed up with hot apple cider, coffee and warm doughnuts at the Louisburg Cider Mill. Then Larry and Linda Birks led us from several shops in downtown Garnett to an amazing collection of antiques packed into every nook and cranny of three sheds in Waverly. We then warmed up and "refueled" on huge, smoky slabs or ribs in Williamsburg. The afternoon was filled with great browsing and buying in Ottawa and Wellsville. A great big thanks to Larry and Linda for a fun day!

After-Taxes Wash, Wax and Tune-Up, April 17

The Wash, Wax and Tune-Up was held on a Saturday in Parkville. (This first event will probably be renamed

"Save Pat's Car Day.") Using the workshop graciously loaned to the club by Kenny Hevalow, owner of K & S Construction, several members gave, and got, all kinds of Triumph advice. "What do you think?" "Could it be this...?" "I've had that problem before, too, and here's what I did..." New members Norma and Harvey Simpson brought their Spitfire by and got help from our roving mechanics (those footloose members whose cars need no work) to fix an oil leak and synchronize the carburetors. Rocky Magers stopped by to join as a new member of the club. (That was a funny Triumph, Rocky.)

Well, helpful hands swarmed around your editor's 250: Jim Brady, I swear, re-engineered my exhaust hanger; Gary Davis helped me replace worn carb linkage; Jim, Gary, Randy Adkins, and Charlie Hoch all pitched in to replace the left ball joint and rebuild the A-arm structure. (Yes, D.S., they left a lot for you to do.) My group mechanics suggest that with wheel balancing and alignment my car may even go more or less where I point it.* Thanks everyone. Now hear this: I take back everything bad I ever said about these guys.

Not wanting to be outdone in the progress department, John and Nancy Maas brought TWO Triumphs to work on, doing clean-up and maintenance on both. May thanks to K & S Construction for the great facilities and to Randy Adkins for setting this event up.

* P.S. They were right!

All-British News

Ideas, Anyone?

The committee for the All-British Car & Cycle Meet is asking for ideas from member of all KC British car clubs regarding events that could be held in conjunction with the 1993 Meet. Some examples: a rallye, a tour, a driver's school, a charity fund-raising event, picnic, etc. We need your ideas and input!!
Call Bernie Hoff, 941-0820

Progress Report

The All British committee has signed a contract with Marriott Hotel which includes use of a patio area, complimentary meeting room and car wash accommodations.

The hotel will provide rooms (44 rooms for Friday night, 90 rooms for Saturday night, and 15 rooms for Sunday), and a catered dinner banquet on Saturday evening. The dinner banquet will cost in the \$16 to \$20 price range, including full course meal with salad and beverage. The hotel will also provide concessions (beer, hot dogs, hamburgers, etc.) for the event.

Your Local Club Events

May 16, Sunday

Pig Roast at the Moore's in Windsor

Herb and Wanda are graciously hosting a repeat of this historical event. In addition to the roast pork, brisket, beans, slaw, potato salad, pop, etc., there will be games for the kids and (if desired) a tour of the exotic chicken hatchery. So, pack up the kids, remember your name tag, BYOB and dessert, if you like. We will be meeting in the south parking lot of Bannister Mall by Red Lobster at 10:00 a.m. to caravan to Windsor, MO. The pace will be slow so we can enjoy the scenery and watch out for the horse-drawn vehicles. If you will be heading to the Moore's on your own and need directions, call Jim Brady.

May 29—Saturday

Third Annual Antique Airplane Fly-In, Atchison

Meeting time 8:30 a.m., K-Mart I-435 & 87 Street, Lenexa.

We will go north on I-435 for 20 miles to Exit 22, which is Hwy 45. The exit is marked Weston/Parkville. (Some of you Northerners may want to meet us there.) Take 45 west 10 miles to 45 Spur. Turn left and follow it to 92. Turn left and follow 92 into Leavenworth. Go straight past the fort and follow 73 to Atchison. Continue north to Main St. and turn left. Go straight and Main becomes Callis Lane and then turns left and becomes 268th Street. The airport is on your right.

They will have special parking for all the antique cars out near the runway. If everything goes well, we should be there by 10:00. We plan to stay at the Fly-In 'till around 1:00 and then return to Atchison. The art fair will be going on in the downtown mall area, and we will try to park at the train station. There will be food booths at the art show, and there are several restaurants in the area along with fast food, so everyone can make their own decisions. The Visitor's Center has info on the homes tour and has a museum. We recommend the Amelia Earhart house and shopping at Nell Hill's. We should try to meet back at the Visitor's Center around 3:30 to start back toward Leavenworth. There is a

nice antique shop in Beverly if anyone wants to stop. We should be back in KC no later than 5:00.

Point person: Dawna Adams-Davis

June 11, 12, 13, Friday—Sunday

Lake of the Ozarks Tour, Marina Bay



Annual Lake of the Ozarks Trip. Come join us for the annual pilgrimage to the Lake. It is not too late to make your reservations (800 377-6274) for the beautiful new resort we're trying this year. Enjoy the country roads, pool lounging, go-carting and socializing. Please call Jim Brady 816 587-6754 if you plan to drive with with group on Friday.

Note: Meet at Bannister Mall by Red Lobster to drive down on Friday, June 11 at 9:30.

If you're going to make the trip on Saturday, June 12, Suzanne Hoff will coordinate a group. Call her at 941-0820.

June 26—Saturday,

Powell Gardens Tour with Alfa Romeo Club

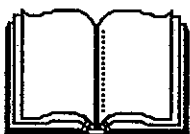
Join us for a trip with the Alfa Romeo Club to tour and picnic at Powell Botanical Gardens. We'll meet in the south parking lot of Bannister Mall by the Red Lobster (where else) at 9:00 a.m. Your club has reserved shelter #2, from 10 a.m. to 2 p.m., in the garden, so pack a picnic lunch—no grilling is allowed. This will be great opportunity to meet some fellow car enthusiasts and discuss the possibility of putting on a joint car show on the Plaza next year. We'll see some of these Italian cars as the guests of the All-British show this fall. Point person: Pat Fischer 913 897-9543

IMPORTANT DATES AHEAD

July 10, Picnic Rescheduled! (See below)

July 14, Club Night Out (location announced later)

July 24, All-British Picnic, Longview Lake



BOOK OFFER

The Roadster Factory has contacted us with a book offer. The two softcover books are *The Triumph TR5, TR250 and TR6 Companion*, by Steve Rossi and Ian Clarke, "gives a great overview of these models with a lot of information on development and racing which is not available anywhere else," and *Your Key to Performance*, "a book originally published by British Leyland to help owners of late TR6 and TR7 to understand and service the carburetors and emissions systems of their cars." Is anyone interested? For a club order of at least 25 (mixed) books, the Companion will cost \$9.95 and the Key \$6.95. Drop me a note or, better yet, come to club event and tell me you'd want to order. PF

Ten Years Ago

In May of 1983...

we were hoping for a warmer Spring! Having already experienced a cold, wet rally, the club was anticipating kinder touring weather for the trip to Herb & Wand Moore's. Gary Davis' challenging and scenic rally through Jackson County was nevertheless deemed a huge success, and the prizes of wine were much appreciated by the first three finishers.

New members, John & Billee Fasnacht were welcomed to the club.

There were two Product Reviews in the newsletter: The Battery Hold Down from Victoria British was rated excellent, but Hub Caps from Moss Motors had blemished surfaces.

And now the answers to the Trivia Questions from the last newsletter:

1. The factory first offered metallic paint finish on the 1935 Triumph Gloria.
2. The first Triumph-built SOHC 4-cylinder engine first appeared not in a Triumph, but the the 1969 Saab 99!
3. The last car to bear the "Standard" name (as in Standard-Triumph) was the Standard Ensign Delux, a rather mundane sedan powered by a single-carb TR4 engine.
4. The initials TR were the factory acronym for Triumph Roadster.

No matter how you abbreviate it, put a Triumph in your day.

Paul McBride

Please Welcome Our New Members

Joanne & Robert Davis
18801 Quivira Road, Spring Hill, KS 66083
913-686-2940
1960 TR3

Liz & George Werner
8626 Dice Ln, Lenexa, KS 66215
913-492-0650
1970 GT6+

Debbie & Jim Barbee
7921 N. Michigan, Kansas City, MO 64118
436-4683
1973 TR6

Jan & Harvey Enyart
12716 W 94th Terr, Lenexa, KS 66215
913-888-2210
1973 TR6

Becky & Dwayne Shepherd
13 S.E. 150, Southern Hills, Warrensburg, MO 64093
816-429-2238
1959 TR3A

Roger Hoyt
2526 Holmes, Kansas City, MO 64108
471-1000
1959 TR3

April & Thomas Stivers
9022 Manning, Kansas City, MO 64138

Janie & Robert F. Ray
8600 N. Harrison, Kansas City, MO 64155
468-4706
1973 TR6

Lois & George Cooke
5810 Mission Road, Fairway, KS 66205
913-362-0951
1976 Spitfire 1500

Diane & Rocky Magers
RR5 Box 330, Pleasant Hill, MO 64080
816-987-3024
1971 GT6

Mary & Paul Edwards
1940 W 138 Terr., #97, Leawood, KS 66224
1977 Spitfire 1500

Mark Bailey
15245 Melrose Dr., Overland Park, KS 66221
913-897-7033
1976 TR6

Heather & Tom Kendall
201 E. 73 Terr., Kansas City, MO 64114
816-333-3294
1970 TR6

Triumph Technicalities

Spring may arrive sometime this year ...

or we may just jump right into summer, but whatever the case, I hope it happens real soon!! I know it may be hard to get excited about the Triumph right now, but the time will come when the days are dry and hot and the open road looks very inviting. The real question is: will your TR be ready when you are? I would like a show of hands from everyone. How many of you think of those little maintenance items you intended to have done just about the time you are pulling out of the drive to go to a club function or for a fun spin? I know it's not easy, but now is the time to act. Make a list, go to the store and get the parts, order from your favorite supplier, take your car in... whatever it takes, just get to it.

Now that I have climbed up on my soapbox, I might as well list out a few items for your consideration. Since we are car enthusiasts, we know that there is more to maintaining an automobile than just oil, filter, and gas. This may be enough to keep the average sedan on the road, but it falls short when we start talking about Triumphs. Especially when they are 25 to 35 years old. Rather than list a long line of maintenance suggestions, I will ask you to answer some questions for yourself. If you cannot remember when the items were last done, or have never had them done at all, you are probably way overdue.

WHEN DID YOU LAST CHECK:

1. **Front suspension.** Grease ball joints, tie rod ends, trunnions, idler arm (TR3), check bushings, shocks, springs, brake hoses, calipers, brake pads, sway bar mounts, repack wheel bearings. Is that enough? No.
2. **Engine.** Oil, filter (surprise), grease water pump (TR3?), oil distributor, check antifreeze, brake/clutch

fluid, battery water, hoses, belt, fan blade, fuel pump, change/clean fuel filter, change/clean air filters. Is that it? No.

3. **Transmission.** Change transmission oil, check for leaks.
4. **Driveshaft.** Grease universal joints.
5. **Differential.** Grease axle bearings, universal joints, check brake lines, rear brakes, springs, shocks.
Now that you are totally dirty from crawling around under the car all day, go get cleaned up and grab a beer or whatever. Now we can finish with the rest of the items.
6. **Lights.** Check all lights, tail, head, stop, turn indicators for proper function.
7. **Wipers.** Check blades and motor for operation.
8. **Horn.** Make sure it works so you can honk at some slow MG that gets in your way. You should always warn them before you blow their doors off.

I know there are many other items like: a tune-up, check tyres, adjust the carbs, set timing, wash and wax, clean the interior, grease the wheel splines and many others. All I hope is that you will take the time to really consider the maintenance of your Triumph and that the time spent will be paid back to you in full by many wonderful days of trouble-free motoring. If you look at this and think, "I don't have time for all that," just remember you have all the time there is, and it will be much faster than trying to fix it along the roadside.

Herb Moore says, "If it's not broke, leave it alone."
Gary Davis says, "If it's not broke, maintain it and it may not ever break.." Thanks for your time.

Gary Davis

Embroidered Patches to Display Your Club Logo?

Club member Frank Andrews has researched having club logo patches produced. These would be 3.5-inch patches with blue lettering on a white background. They would be suitable for stitching onto hats and jackets. If 100 patches were ordered they would cost about \$3.07 per patch. Less than 100 would be about \$5.70 per patch. What do you think?

If you're interested give Cynthia a call. 816 587-6754.

News, Ads, Etc.,

FOR SALE

FOR SALE: 1978 Spitfire

With factory hardtop. Rust-free 49,000 miles, BRG car.
Call Pat Tarrant 816-356-8369

TR6 Parts

Various parts: carbs, lights, bumpers, miscellaneous. Joe
Blackwood 737-3970

Free: TR3 Disk Wheels

Four wheel and cheap-o aftermarket side curtains (2).
Call Jim Brady 816-854-3957

FOR SALE: TR6 Wheels

Two in excellent condition, \$200. Call Woody
Underwood 816-523-8356

FOR SALE: Wheels

U.S. Indy Mags. 1 set for TR6, etc., 15 x 7 with center
knock off spinner caps. Denny Van Velzer, 12004
33 Hwy., Kearney, MO 64060. 816-781-7010

FOR SALE: TR2 with Overdrive

50,000 miles, needs restoration.
Matt Burns 228-4115

FOR SALE: Spitfire Parts

A Triumph enthusiast in Omaha has contacted us with
Spitfire parts for sale. A LOT of Spitfire parts for sale.
We have a complete list with part numbers, condition and
asking price on everything from fuel tank to tach to hood
latch to heater control valve bracket. For a copy of the list
call Pat at 913-897-9543, or call Douglas Cline directly,
402-293-1290.

PF

FOR SALE: T-Shirts

1992 All-British Meet T-Shirts may be purchased from
Bernie Hoff. 941-0820. \$10 each—only two shirts
remain.

FOR SALE: Tonneau Cover

For '79 Spitfire, used, make offer. Call Randy Adkins 816
587-2242

FOR SALE: 1974 TR6 Parts Car

Complete—\$650. Call John Mayhew 816 258-5555

FOR SALE: Solex Dash Pot Oil


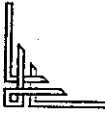
Our friends in the Austin-Healey Club are selling 4.4-oz.
containers of Solex Dash Pot Oil. Normally listed for
over \$3 per bottle, they are offering it at \$15.00 for 10
bottles. (Price includes shipping and handling) Austin-
Healey Club of Kansas City, Joe Hallauer, #7 NE 90
Terr., Kansas City MO 64155



Roadster Factory Winter Parts Sale Extended for Club Members

Save 15% on orders placed by Club Members until May 15, 1993.
(Excluding weekly and monthly specials)

Club members must quote our special *Club Identification Number: 136*
to receive the discount.



News, Ads, Etc.,

WANTED

WANTED: Information about tape deck

Don't I remember that one of our members installed a cassette player in their TR4, 250 or 6? (Not necessarily in the dash.) Please call and tell me how it worked, was it worth it, how you did it, etc. We can run this in the newsletter if you think it's worthwhile.

Pat Fischer W (913) 791-7000 Ext. 1845

H (913) 897-9543

WANTED: TR3 Parts

Front/Rear Fenders and cylinder head for TR3A.

Call Jason Lackmen at 314 584-9977

WANTED: Spitfire

Want Late Model Spitfire in good condition.

Call Jan Shelton at 816 829-9082

WANTED: TR7 Convertible Parts

Need passenger window, horn-turn signal-dimmer, and luggage rack.

Galen Barnett 816 625-8691

WANTED: TR4 OR 4A HEAD

Prefer early head with triple exhaust springs.

913 441-2733 Gary Davis

WANTED: TR250 Parts

Need black and yellow striped hoses found on 250s and early TR6s, and NOS chrome. Write or call: Terry John, P.O. Box 34, Mifflinville, PA 18631. 717 752-2117



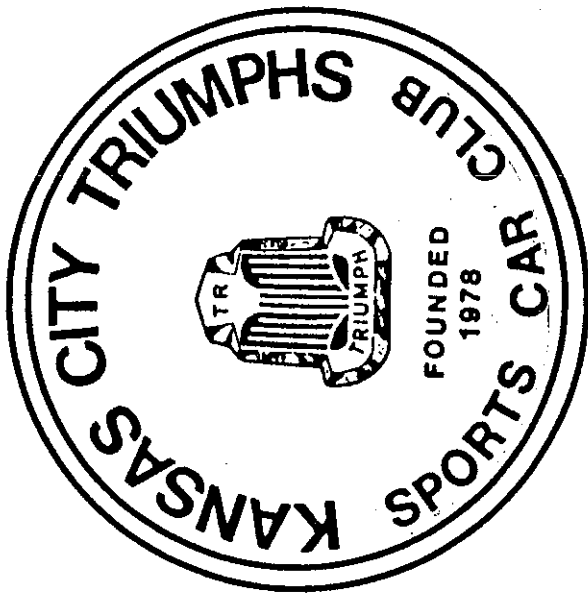
4th Annual

Heartland MG Regional Show & 1st Annual Swap Meet

June 4, 5 & 6 on Historic Independence Square

Show & Swap Saturday 9 a.m. to 2:30 p.m.

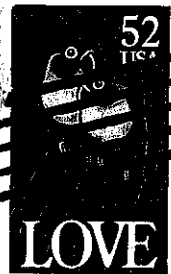
**For the first time there will be an OPEN CLASS
for all NON-MG SPORTS CARS**



*Dedicated to the Preservation
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Triumph Sports Cars*

Volume XV — Issue ~~17~~ 14
July-August 1993

3021 Tutbury Town Rd.
Topeka, KS 66614



PAUL MCBRIDE
3240 N 66TH
KANSAS CITY, KS 66104

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Historian	Paul McBride913 334-6615
Technical Editor	Gary Davis913 441-2733

Official Club Printer
Mr. Xavier Brent
Thanks a lot, Xa. We owe you!



Director's Notes

It is always the highlight of my week when Saturday and Sunday come around and there's a Club event scheduled. Although my TR makes it out midweek and on the "off" weekends, there is nothing like being with a group of fellow enthusiasts. I get the feeling that my machine runs better when cruising with its "brothers and sisters" (or it could be that everyone's exhaust note overlays the "tap" of my unadjusted tappets). My Stag's recent exhibition of its idiosyncrasies proves that they don't always run better in a group. But when they don't, the countless offers of assistance will overshadow the dark moments (a BIG THANKS to the Moores for their generosity in getting my car back to KC, and to the Ballesteros for helping nurse the car to Marina Bay). It is the people that make this club so enjoyable. The cars are just an excuse to get together. So, whether you drive a TR, some domestic iron or foreign scrap, check out the club schedule and come out for some fun. We've got a lot of great events yet to come. *Jim Brady*

Put a TRIUMPH in your day.



July 14, Club Night Out
July 24, All British Picnic (Moved from the 10th)
August 1, O'Malleys
August 21, Sonic
Sept 4-5, All British Car Show

K C Triumphs Event Round-Up

Pig Roast at Wanda & Herb Moore's, May 16

18 Triumphs went to Windsor on a gorgeous spring day for a repeat of an historic event. The Moores had everything in order from an exclusive TR parking lot to "dressing" the featured guest. I don't recall ever having better-tasting pork. TR cake, beans, salads and the other fixings were enjoyed as well (pickled hog lips were available for the more adventurous). Many thanks to Herb and Wanda (and their Windsor neighbors) for putting on such a successful event. *JB*

Vintage Aircraft Fly-In at Atchison, May 29

Talk to people about their cars, whether classic British or Model A, or their vintage aircraft, and you'll find that there's something we all share. A love of machinery, maybe, or at least a love of machinery that moves you somewhere. And the satisfaction of improving and taking care of it. Some of the plane owners we talked to at Atchison had classic or antique cars and were interested in our Triumphs. There were 11 Triumphs for the Atchison tour, 3 MGAs and one Corvette. Your basic fun car group. The planes were fascinating, with their owners just as happy to tell you about them as any car owner. THOUSANDS of gauges on the dash, each of them with a backup in case of failure. Watching the planes come and go on the two runways, and their keeping traffic control by talking to each other and observing accepted flight rules was such fun that I can't wait to go back. Oh, yes, the Atchison area is beautiful from 1,000 feet!

Annual Ozarks Trip, June 11-13

The Club's trip to Lake of the Ozarks was marred by our first mechanical casualty. Jim's Stag cracked a head on the drive down, and the last leg of the trip, assisted by the Ballesteros, was slowed by stopping, cooling, and filling with water. The new resort was judged a winner in Saturday evening's poll with beautiful rooms by the lake, two pools, one with live entertainment and poolside service. A body could get spoiled! We ate supper Friday on the mall in Osage Beach, where our cars, parked in a row, caused a lot of sightseeing. This was a great getaway with sun, water, food, good friends and perfect weather...what more can you ask? Well, OK, Jim, I hear that. Assisted by Herb Moore's generous loan of his trailer, Jim, Cynthia and Natalie drove a slightly larger vehicle back to Parkville, where the Stag is now being restored to life.

Powell Gardens Tour, June 25

This past Saturday we joined the Alfa Romeo club for a tour and picnic to Powell Gardens east of KC. Yeah, even though their cars are mostly newer than ours and sleek and fast and modern...well, we like the Alfa Club anyway.

There were mechanics talking mechanicals, people proud (justly) of the hard work of restoration, people having fun driving cars. Oh, and Powell Gardens is just beautiful, the weather was perfect (haven't we been lucky this year?), and I hope we do it again. After eating, many members of both clubs walked around the garden displays and dreamed of what their own yards might look like if they didn't have Triumphs and Alfas to play with. Robin and David Macintosh came through like the cavalry with ice cream packed in dry ice in a huge cooler on the trunk rack of their TR6. What a nice thing to do...imagine the added wind resistance there! Thanks, Robin & David.

Thanks, also, to new members, David and Sue Gore who brought two Triumph cakes shared eagerly by all. Do you get the impression we ate a lot?

13 Triumphs and 8 Alfas came to the picnic, and that doesn't include TC members who came in non-Triumphs. New members Hubert and Carolyn Clark came to the picnic as their first club event in their beautiful French Blue TR6.

And a *Special Merit Award* goes to the Hunsinger family. Members Robin and Terry Hunsinger and their 3 children came with their TR6. How do you do that? With a chase vehicle, of course. Terry has been working on their 6 over the winter, replacing the exhaust system, gas tank and doing transmission work. It's great to see that hard work paying off, and I don't know that we've ever had a member more determined than that. Good work, Terry!

And in Jim's Director's Notes he invites ALL club members to come to events. Please don't feel that you have to get your Triumph on the road to participate. This club is a support group. Even if your car's not running, come get inspiration, get advice, get acquainted with people who understand why you want that challenging little car. (Not just because you look great in it, right?)

One last note of thanks to Phyllis Desbien, Alfa Club president, and the Alfa Club for joining us at Powell. Can we do another event together?

Your Local Club Events

All Triumph Club Members Welcome — whether in your Triumph or not

Club Night Out, Wednesday, July 14, 6:30 pm
Darryl's, 8901 Metcalf, Overland Park
Come eat, talk, have a good time.

Saturday, July 24, All-British Picnic
Longview Lake, Shelter #3, Noon
—sponsored by the MG Club and K C Triumphs.

Come join fellow English car enthusiasts at Longview Lake for our annual barbeque. If your last name begins with letters A to M, bring a side dish. Those of you at the latter half of the alphabet bring a dessert. Strap lounge chairs to the luggage rack and wear comfortable shoes for the Volleyball and Horseshoe games. The clubs will provide hotdogs & burgers with fixings, pop, chips and utensils. We need some extra grills — volunteers please call Jim Brady at 816 587-6754.



Sunday, August 1, O'Malley's Pub Run, Weston
Hors D'oeuvres & drinks with Irish Folksinger
Meet at Farmer's Market at Parkville at 12:30 pm

Randy Adkins has heard singer Bob Reeder and says we shouldn't miss his performance. Meet at Parkville and go with the group or meet us at the Pub (call Randy for directions). The group does not plan on dinner, but snacks are available in the pub. (We plan to be there when the

pub opens at 3.) The American Bowman Restaurant, which is adjacent, opens earlier for meals, if you want a full meal, too.

—Point person: Randy Adkins 816 587-2242

Saturday, August 21, Sonic Drive-In Night, 6 p.m.
63 & Metcalf

Meet at 6 p.m. at the Sonic Drive-in restaurant on Shawnee Mission Parkway, just west of Metcalf. After burgers and fries we'll decide which drive-in movie to attend...or maybe explore other options, like go-cart racing?

—Point Person: Bernie Hoff 816 941-0820

Dates Ahead

Labor Day Weekend, Sept. 4 & 5 Kansas City's All British Car Show

Your Triumph Club will have the regalia booth in our tent. Come by to shop, pick up your name tags (see below), and pitch in for a half-hour to help us staff the sales booth. You can meet people, talk about Triumphs, and our club treasury receives some of the proceeds.

September 18 ?, Club Night Out
(Check the date in our next newsletter)

K C TRIUMPHS NAME TAGS — Deadline July 26, 1993

Once-A-Year chance to order name tags (pin-on) with your name and club logo.

Choose your method of delivery: Pick up at Triumph Booth at All-British car show Sept. 4 & 5
OR

We mail to you (extra cost involved for package & mailing)

Name to appear on badge _____

Name to appear on badge _____

I will pick up at the Triumph Club Booth. I enclose \$3.00 for each badge ordered.

Mail my badges. I enclose \$4.00 for each badge ordered.

Send to address: _____



Make check payable to Kansas City Triumphs. Mail to 5224 Bluff Drive, Parkville, MO 64152

Triumph Tech Tips

Tires for TR2s and 3s are no problem—they came with bias-belted 5.50-15s on 4" wide wheels, and 165R75-15s are a close match in modern radials, and available in many makes today.

Tires for the TR4-4A-250 and 6s, however, are a problem.

Remember that, in general, in a three-number classification, the first number (175-, 185-, 195-, 205-, etc.) is the measure of how *fat* the tire is. The second number (85, 75, 70, 65, etc.) is the measure of how *tall* the tire is. The "R," which may or may not be there, means radial. The third number (-15) is the diameter of the wheel, which for these Triumphs is always 15".

The TR4s and 4As came with various tires because those were the years when radials were taking over, but in general 165-75-15s are a little small for them. TR250s and TR6s came with 185-75-15s and here's where today's problem starts because *no* tire company makes that size any more.

How *fat* the tire is determines the size of the contact patch on the road and hence how well the tire will stick, up to a point, and how hard the tire is to turn (the fatter, the harder, especially standing still or parking) and to some extent the rolling resistance, and starts a problem of side clearance in the fenders. The problem is to match the fatness, originally 185, to the size of the car.

How *tall* the tire is determines your speedometer reading, since a short tire has to make more revolutions to go a mile, or any given distance. So for

the 4s through the 6s we need a tire as close as possible to the original specified 185-75 (or 85) -15s.

Available today are 205-75-15s, which are two sizes (195- and 205-) fatter than 185s, but have a close tallness. Also available today are 185-65-15s, which are two sizes (-70, and -65) shorter than the 75s, three sizes shorter than the 85s.

A few companies make 185-70-15, which is one size shorter than 75s.

There are still some 185-75-15 "Red Line" tires occasionally available, with a price around \$600 per set of four. Aside from the price, another problem is that the original Michelins were made of a hard compound, good for wear but watch out in rain or snow, and current reproductions have the original design which is thirty years old and inferior to modern design in performance. Surprisingly, very many TR6s are now wearing "Red Lines;" whether they paid the price, or still have the originals, I don't know.

For my TR250 I bought four Riken 185-70-15s, so my speedometer reads a good 6 to 8 MPH fast. Also they are "all weather," with a rather heavy tread, some noise and a rather stiff ride. Incidentally, one dealer, when I got tires for another car, told me "all we sell is all-weather tires, no matter what you ask for."

Another dealer, when I tried to buy 185-75-15s said, "Nobody makes them any more—probably because anybody who owns a Triumph doesn't drive it enough to wear the tires out!"

by Paul Diegel, *The Bluebonnet newsletter* (Houston, TX)



"It's a Beautiful day for a Triumph Tour...Who you gonna call?"

Are you interested in being part of a team to drive our cars more?
This would involve being part of a "telephone network" to contact others who want to make the most use of those beautiful days when the road beckons. Everyone on the team calls someone else.

These would be spur-of-the-moment activities which, when the network is set up, would hopefully be pretty easy to do. Sound good?

Call Bernie Hoff: 816 941-0820 or Pat Fischer: 913 897-9543

Ten Years Ago

Ten years ago Gary Davis excused himself from the annual picnic to marry Dawna and honeymoon in Mexico. He hoped we'd all understand, as it was his first miss of a club function!

Editor Richard Peak put together a 6-page single-spaced newsletter brimming with news of past and future events, ads, and tech articles. (Check page 6 to make your own TR3A seat springs and frames.)

In May, five of us were invited to display our Triumphs at a reception for the British Consulate General at the Harry S. Truman Library. We dined on British food and liquor, listened to kilted bagpipers and toured the library. The Consulate General remarked that, after seeing all the British cars, he felt rather homesick!

Yours Truly had just finished the engine rebuild in "Silver Blue" and I was anxiously pleased with the increased performance and looks of the freshly painted engine bay.

Twelve cars (and their occupants) spent a wonderful weekend in the Ozarks. We dined at Bentley's and The Brass Door, attired in blazers and dresses, as appropriate per gender. Style seems a bit more casual today!

Put a Triumph in your day.

Paul McBride

Please Welcome Our New Members

Addresses, phone numbers and — most important — cars are listed in the enclosed roster

Chris Captain

Jay & Laura Smith

Hubert & Carolyn Clark

Mark & Vicki Canaday (welcome back!)

Bill & Sherri Maddox

Scott & Colleen Steward

Craig Mehan

Larry Hester

David & Sue Gore



Don't Miss the 10th Annual Memphis British Car & Cycle Fest!

Where: Mall of Memphis, I-240 and Perkins Rd.

When: October 15th, 16th, and 17th

Why: To get together British Car Enthusiasts to have fun, enjoy driving and showing their beautiful British Cars & Cycles and help Variety Club Children's Charities.

Win: A Beautiful Jaguar XJ6 Door Prize! Or maybe a Free Trip!

How: Look out for Registration forms or call Hiram Shepard at (901) 754-0538 or Bill Cravens at (901) 683-7195.

For Sale & Wanted

FOR SALE: 1977 Spitfire

Red, overdrive, resired mechanicals, 6,000 miles on rebuilt engine, no rust, needs paint, new interior, electronic ignition, new exhaust, Weber carbs. Mike Hicks of Hicks British Repair has done work on the car and will give references. \$3700

Charlie Armour, 268-1167

FOR SALE: 1974 Spitfire

68,000 miles, maroon with brown interior, body good, runs good, stock wheels. AM/FM tape player, repainted, new alternator, muffler, battery, radiator, electric fan. \$2,000

Gary Lee 402-873-7410 (Nebraska City, Nb)

Wanted: For '79 Spitfire

Front Spoiler (air dam) and left and right engine bay valances.

Randy Adkins 816 587-2242

FOR SALE: 2 Spitfires

Unrestored (1964 or 1966?) runs, complete, (needs repairs?) rockers and under hood. \$1000

1964 Spitfire — in primer, needing minor body work, all suspension new, rebuilt cylinders, clutch; new top, tires and carpet. \$1800 or make offer.

Randy Stroup 816-224-6527

PARTS FOR SALE

TR2-4 Jack & Ratchet Handle

TR2-4 Lug Wrench

TR2-3 Grab Bar

TR2-early 3 Set of Side Curtain Brackets

TR2-3 Top Bows

TR2-3 Tonneau with roll bar sleeves, brown

TR2-4 5 Steel Wheels **FREE**

Paul McBride 913 334-6615

SU CARBURETOR REBUILD TRICK

•To extend the time between rebuilds, soak the cork carburetor seals (the cork gland washers) in SAE 10 motor oil overnight. Then apply gas resistant, plumbers valve plug grease to them before installation. This will make the seals more pliable. They will then more easily conform to the spaces they occupy and will be more resistant to gasoline. • This tech tip is taken from the book *101 Tips, Tricks and Shortcuts to Make Your Triumph Look and Run Better (Volume I)*, by VTR and TRA member, William J. Patigo. It is available for \$10 plus \$2 shipping and handling form: WillPower Press, P.O. Box 770252, Oklahoma City, OK 73177

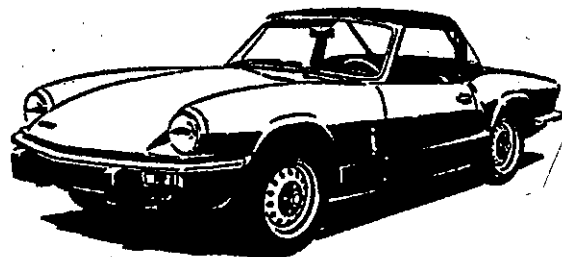
"Keep 'em On The Road"™

10% Discount to Club Members

City Counter Pick-Up Only

Mon - Fri 9 to 6

Saturday 9 to 5



British Motor Heritage Approved Distributor

14600 W. 107th, Lenexa KS 66215

Call Ahead ♦ 913-541-0880



TR6/TR250 Enthusiasts: For over ten years 6-PACK has been serving enthusiasts of the TR6 and TR250. Membership includes: 4 issues of our professionally published magazine featuring technical and feature articles, new part information, news and more; access to our unique "Surrogate Buyer Network;" window decal; free personal technical advice; the opportunity to participate in our annual convention, and more. Dues are \$15/yr. (\$20 Canada). To join, send check or money order to: 6-PACK, Dept. VTR, 1012 W. 9th, Oshkosh, WI 54901. Sample issue available for \$3.95.

Membership Begins

Ends:

6-PACK MEMBERSHIP FORM

To join 6-PACK, complete and return this form (do not write in the shaded area) with a check in the amount of \$15.00 (Canada - \$20.00) to: Kerry Fores, 1012 West Ninth Ave., Oshkosh, Wisconsin, 54901. Make checks payable to "6-PACK". *Moving?* Send us your new address so you will continue to receive the newsletter. Bulk mail is not forwardable.

New Member Renewal Change of Address

Name (Last, First, M.I.) _____

Street Address _____

City _____

State _____

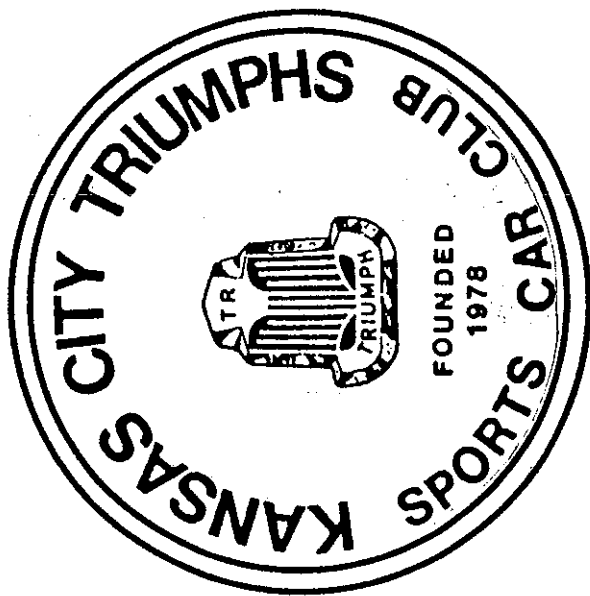
Zip _____

TR6 and/or TR250 Information

Year Color Commission No. _____

Year Color Commission No. _____

Newsletter back issues are available.

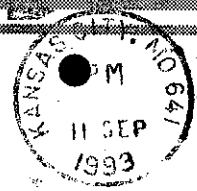


*Dedicated to the Preservation
and Restoration of
Triumph Sports Cars*

Thanks! You're great!
A rousing thank you to all club members who did so much work to make the All-British Show successful. You know who you are.
And an even BIGGER THANKS to our club reps, W.U. and B.H.

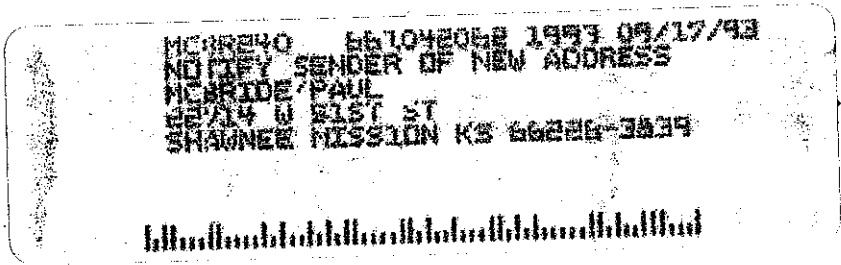
Volume XV ~~1~~ 5
September-October 1993

3021 Tutbury Town Rd.
Topeka, KS 66614



**Next event
9/19!**

**Dues
are due!**



I'd rather be driving my Triumph

Kansas City Triumphs **OFFICERS**

Director	Jim Brady / Cynthia Yin816 587-6754
Assistant Director	Randy Adkins / Ann Marie816 587-2242
Secretary/Treasurer	Melanie Hoch / Charlie913 478-3799
Publicity	Cynthia Yin816 587-6754
Newsletter Editor	Pat Fischer913 897-9543
Membership	Margaret Luthy913 649-8737
Historian	Paul McBride913 334-6615
Technical Editor	Gary Davis913 441-2733



Director's Notes

As I write this there's less than a week until Labor Day, and I'm wondering if my TR will be back together in time for the All British. It's been an up-hill battle just to get all the bits and pieces ready for reassembly. I've learned a lot these past couple months and have developed a new respect for the magic that machine shops can perform. With a couple of late nights and a few more skinned knuckles I'm optimistic that the car will be done in time.

September and October are some of the more enjoyable times to drive a TR as cooler days allow you to take your eyes off the temperature gauge just long enough to note how quickly the leaves change their colors. We have several upcoming events to take advantage of this time of year. I'm especially looking forward to our Weston trip, the Northland Sports Car Classic and our annual chili party. Check out the details within. Also if you haven't done so, send in your renewal.

I also encourage you join us at our annual dinner (Nov. 13th). This year we're trying something different, as it will be at the Woodside Racquet Club - please make your reservations now. We'll have the TRivia quiz (we'll make Gary and Paul do it blindfolded) and this will be the year of English Car Models. Go blow the dust off your toys and bring them to the dinner for the display. As always I'm sure it will be an enjoyable way to close out this club year. -

Jim



September 19, Weston tour to O'Malley's
September 29, Club Night Out at Dick Clark's Bandstand
October 3, Lawrence Car Show
October 16, Northland Sports Car Classic (MG Club)
October 30, Chili Supper
November 13, Annual Club Dinner

K C Triumphs Major Event!!!

*You are Cordially Invited to the annual
Kansas City Triumphs Car Club Dinner*

*Saturday, November 13, 1993
Social Hour 7:00 pm — Dinner 8:00 pm*

*Woodside Racquet Club
2000 W. 47th Place, Westwood, Kansas
(between Rainbow Blvd. & State Line Road)*

*Open Cash Bar with Mixed drinks \$3-4
Wine or beer \$2.50-3 — Soft drinks \$1.50*

**WARNING:
Procrastination
ALERT!
Do It Now!**

Menu
Chef's House Salad
Breast of Chicken Kiev
Sherried New Potatoes
Fresh Sauteed Vegetables
Brownie Ala Mode
Choice of Beverage — coffee or tea

*\$40 per couple * \$20 single*

*Please secure your reservation for the dinner by sending a check made out to
K. C. Triumphs.*

Deadline: November 6

Mail to: Ann Adkins, 8002 N.W. 9 Hwy., Parkville, MO 64152

816 587-2242

Your Upcoming Local Club Events

All Triumph Club Members Welcome — whether in your Triumph or not

Rescheduled Event!

*Sunday, September 19, O'Malley's Pub Run, Weston
Food & drinks with Irish Folksinger*

Meet at Farmer's Market at Parkville at 1:00 pm

Randy Adkins has heard singer Bob Reeder and says we shouldn't miss his performance. Meet at Parkville and go with the group or meet us at the Pub (call Randy for directions). Randy has a beautiful drive planned with a stop at a scenic overlook. Food is available at O'Malley's. (We plan to be there when the pub opens at 3.) The American Bowman Restaurant, which is adjacent, opens earlier for meals. Location: off Main Street at Short & Welts Streets in Weston.

—Point person: Randy Adkins 816 587-2242

Wednesday, September 29, Club Night Out

Dick Clark's Bandstand

Metcalf & 110th St., Overland Park

6:30 pm

Be there or be square.

Sunday, October 3, Lawrence Car Show

McDonald's on 87th & I-435, 8:30 am

This is one of our favorite shows of the year — you'll see EVERYTHING in the way of antique, classic, foreign and unusual vehicles. We'll enter our cars in the show, too, and look at everyone else's. Meet us to drive as a group to this celebration and appreciation event for all kinds of cars.

Saturday, October 16, MG Car Club's

Northland Sports Car Classic

9:00 am, Liberty, MO

This is not an official Triumph Club event, but it looks like a great one. The MG people have obviously done a lot of planning, and invited us along. *See the full-page slyer included on the last page of this newsletter, and call me if you want to go.*

Participants are asked to contribute a freewill donation of personal size soaps, disposable razors & other toiletries; also toilet paper, plastic spoons for ReStart, Inc. These items will help the area's homeless and this summer's flood-displaced families.

Contact me by October 9, please!

—Point person: Pat Fischer, 913 897-9543

**Call me
by Oct. 9!**

Saturday, October 30th, Annual Chili Party

6:30 pm

Come join us for some adventures in chili as we sample the culinary talents of several club members. Woody Underwood and Nanci Maloney (1218 West 61st Street, 1/2 block west of Ward Parkway) have graciously volunteered to host this years occasion. (Thanks!) Please BYOB, a side dish and

RSVP to Woody or Nanci at 523-8356 by October 25th.

Call by Oct. 25!

Send in your membership dues!

Keep your membership current in KC Triumphs by sending in your annual dues now. We begin our membership year in September, and your membership will be good until September 1994.

Please make your check payable to KC Triumphs and mail to:

**Melanie Hoch
3021 Tutbury Town Road
Topeka, KS 66614**

Pay your dues by September 1 to keep your newsletters coming and to continue your club discounts for car parts

Ten Years Ago

The September 1983 newsletter was mailed early to hype the 2nd Kansas City All British Car Meet, which was being chaired by KC Triumphs member, Leo Long. As a club we were very involved and were also trumpeting our own MATR III (Mid-America Triumph Regional). We had our own trophies and dash plaques in conjunction with the All British Meet. As it turned out, this was the end of MATR. There was no IV. How many of you have the three MATR dash plaques?

Summer activities had included a pool party at Bob and Esther White's and a picnic/softball game with the MG car clubs. The Muttering Gnomes won again, but the highlight of the game was Herb Moore's hit and subsequent steal of 2nd! MG-ers argued that you can't steal in slow pitch. They should know, as their affinity for rules and slowness is notorious.

Put a Triumph in your day!

Paul McBride

Please Welcome Our New Members

W. Fred Randolph
17604 W. 113 Terrace
Olathe, KS 66061
913 492-2815
1972 TR6

Carol & Roger Hurst
11113 E. 23rd
Independence, MO 64052
1976 TR6
816 795-1830

Address Change:
Charles Armour
40579 Hedge Lane
Fontana, Kansas 66026
(913) 849-3639

Past Events Round-up

Club Night Out, July 14

Over 30 members enjoyed food, conversation and a fun night at Darryl's. We even discovered a Triumph steering wheel on the wall!

All-British Picnic, July 24th

Despite morning thunderstorms, about 60 Triumph and MG club members made it to Longview Lake for a sunny afternoon. A BIG thanks to Joe Blackwood of the MG Club for bringing ALL of the supplies and arranging the great location! The shelter had a nice view of the lake, visiting geese and provided a good breeze. Good food, car (and other) talk and looking at other British autos made for a fun afternoon.

O'Malley's Pub Run, August 1st

Due to flooded roads and water restrictions this Weston trip was postponed. Now rescheduled for September 19. See Upcoming events on page 3.

Sonic Drive-In, August 21st

About 20 members converged on Sonic for good camaraderie, old style burgers and pop. New member Ralph Cook brought his TR6 (with a V-6 in it), and for the second event in a row Phil Wilson's TR8 rumbled in. The bureaucrats and their state safety inspections prevented Jay and Laura Smith from bringing their reborn TR4. Maybe next time? Did anyone make to the movies? (Yes, Jim! Ed.)

All British Car Show — Labor Day Weekend

Congratulations to all the Triumph Club members whose cars won awards at the All British this past weekend. (Hope we have all of these right!)

TR3 1st Place, John Fasnacht
Honorable Mention, Lynn Metzger

TR4 3rd Place, Gary Garrett

TR6 1st Place, Larry Romey
2nd Place, Roger Hurst
3rd Place, Jim Barbee

TR7, 8, Stag 1st Place, Gary Garrett
2nd Place, Thon Basom

Spitfire, GT6 1st Place, Bill McDevitt

MGA (what kind of Triumph is THAT?)
1st Place, Phil Pitts

British Salon AND Best of Show—

1st Place, Bob & Esther White for their Triumph 2000

Best of Best 1st Place AND

Best of Show 3rd Place David Perkins with his
Morgan +4

Central Oklahoma Triumph Register

These fellow Triumph enthusiasts brought 15 cars to the All British show! Welcome! Great to see you and your cars!

Technicalities (Gary's Back!)

I just want to make a quick note about our trip to England and the presence of Triumphs. If you do plan a trip and really want to see what their cars are like, I have two suggestions for you.

First, is that you plan to visit the car museums, especially the British Motor Heritage Museum in Warwickshire. The second is to pick up a British car magazine and look for special events you could attend. If you just go and start looking for Triumphs, as we did, you will probably be disappointed. Except for a few Spitfires, Heralds and Stags, there are very few around on the normal motorways or in the cities.

The best place to find TRs is right here in the U.S.A. Remember, we were shipped over 50% of their total production of cars, and they retained only 20% or less. The numbers alone show why we have such excellent examples and why many of the cars are being bought here and shipped back to England. Also, the prices advertised in England seem to be about 50% higher than they are here, the this may account for the fact that they are not driving the cars as much as we do. Anyway, we recommend you go it at all possible, but do some planning if you really want to include some serious Triumph viewing.

Winter????

I know it is only September, but many of you may already be thinking about how to store your car for the winter. After many years of experience and many horror stories, I want to offer a few hints and concerns.

1. Most people worry most about the motor and what will happen when it sits for three or four months. Except for the bearings and the rocker arms getting rather dry, it should not hurt the engine. It is rather hard on the valve springs to leave some compressed for extended periods, and if you feel the car is going to be down for an extended period for repairs, I would suggest you loosen the rocker shaft pedestals to release the valve springs. The best storage advice is to start the car about once a month, pull it outside and let it idle until fully warm. Short starts are not real helpful and will leave lots of moisture in the exhaust system and cause premature rusting of the mufflers and pipes.

2. Brakes and the clutch are also a worry, but here the environment is more of a concern than the actual length of

time the car is parked. Usually in the winter, basement garages are not too humid, but watch out next spring. If the floor is sweating, get the car out of there or start running a dehumidifier. The clutch disk can seize to the flywheel and the rear brakes can stick to the drums. I suggest that you leave the park brake off whenever the car is parked for long periods. The transmission will hold it in place and I usually park in second gear because it doesn't stretch the shifter boot like the first or reverse does. High humidity will also cause problems with the windings in the generator and can lead to failure or even to a new or rebuilt unit.

3. Be sure to check the antifreeze even if the garage is somewhat heated. Those subzero nights can drop the temperatures inside to dangerous levels. Also, a full tank of gas is a good idea because it keeps moisture out of the tank. Be careful, however, about fumes and hot water heaters or furnaces. If the tank has any problems, drain it completely and seal the filler cap with plastic wrap.

4. If the tires are older and the car will not be moved during the winter, I suggest your car be placed on jack stands to keep the tires from developing flat spots. Old rubber tends to adopt a memory for a certain position, and next spring you may feel vibration from out-of-round tires. They may come out of this with some good highway driving, but that will depend on the age and quality of the tires. Whatever you do, do not let the car sit on a flat or nearly flat tire. The distortion to the side walls and tread can cause the belts to shift and ruin the tire completely.

5. For long storage times, remove the battery and store it in a well-ventilated area, but do not set it directly on a concrete floor. The fumes from the battery will really corrode the posts if left sitting in the car. If the battery is good, charging should not be necessary until spring when you are ready to reinstall. If the battery goes flat just sitting there, get a new one, because it is not worth keeping.

The best advice I can give is to start it, move it, drive it, and watch out for low tire pressure and high humidity. Otherwise, your Triumph should be in the same great shape it is now when next spring comes. I would also appreciate your input on ideas for winter storage.

—Gary Davis

Another Award!

Congratulations to Bill McDevitt on winning first place for his '64 Mark I Spitfire at The Roadster Factory Summer Party this August. As you can see from the All-British report, Bill doesn't have to go to Pennsylvania to win awards with his cars. Good work, Bill!

For Sale & Wanted

1969 TR6

This is a low-mile car that just needs a couple interior bits to complement its restored body. It has good mechanical systems and rides on red-line tires. Asking \$4500. Call club member Chuck Anderson in Lawrence, KS 913 749-1615

1978 TR8

Pre-production coupe with sunroof and only 29K miles. This rust-free car comes with many extra parts including a complete interior. \$10,500. Sonny Rohrbaugh 703 754-4266

TR6 Redlines

Plenty of that famous Michelin tread left on these. Woody Underwood 523-8356

71 Spitfire Mark 4

Mechanically sound, new paint, \$3,000 o.b.o. Raymond Black, Corpus Christi, TX 1 512 992-0264

1980 TR8 Convertible

51,500 miles, no rust, repainted 4 years ago, aqua green. Have owned the car for 6 years, always garaged. \$6,500. Les Robbins, Wichita, 316 533-6567

British Leyland Parts Located

Factory Authorized Service



Alfa Romeo

MOTOR SERVICE COMPANY

402 St. Joe • Rapid City, South Dakota

On vacation this summer, Charlie Hoch found a former Jaguar, MG and Triumph dealership in Rapid City, South Dakota. They currently sell Alfa Romeos. The best part is, they still have an inventory of over 30,000 British Leyland parts in stock. These are new, still-in-the-box parts! Give them a call. They probably have just what you need.

605-342-0558

Dan Erlen Busch
Service Manager

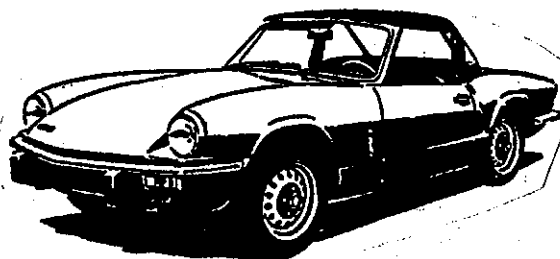
"Keep 'em On The Road"TM

10% Discount to Club Members

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Mon - Fri 9 to 6

Saturday 9 to 5



British Motor Heritage Approved Distributor

14600 W. 107th, Lenexa KS 66215

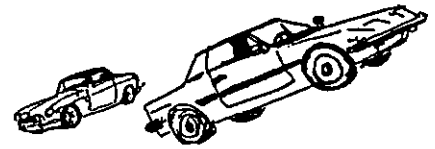
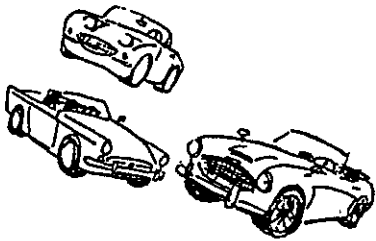
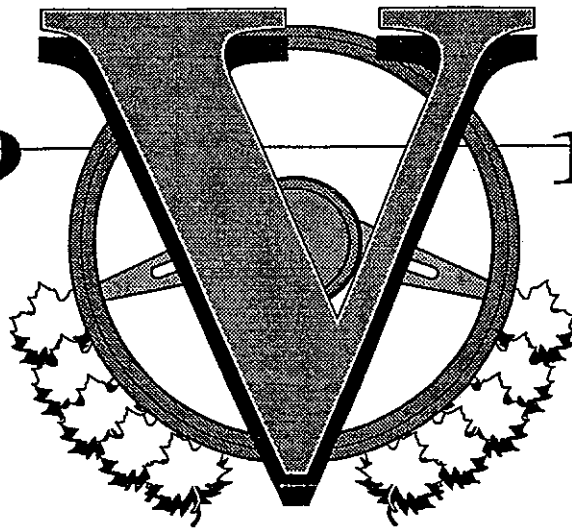
Call Ahead ♦ 913-541-0880



Northland Sports Car Classic

1989

1993



Saturday October 16 9:00 A.M. - Afternoon Liberty, Missouri



Downtown Square
(City Lot at Kansas & Prairie)

Meet for breakfast 8:00-9:30

(Fork & Spoon Restaurant -- 1 blk. East of City Lot at Kansas & Gallatin)



125 Mile Scenic Driving Tour

Liberty ...Kearney ... Lawson ... Polo

... Cameron ...Lathrop ... Smithville ... Liberty



Plus other planned attractions

Antique Store & Rest Stops ...Wallace State Park ...Vintage Sports Car Collection



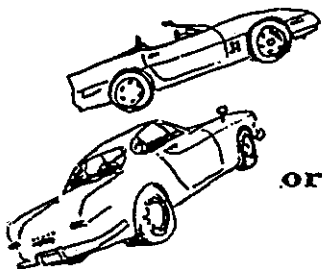
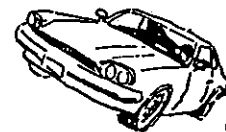
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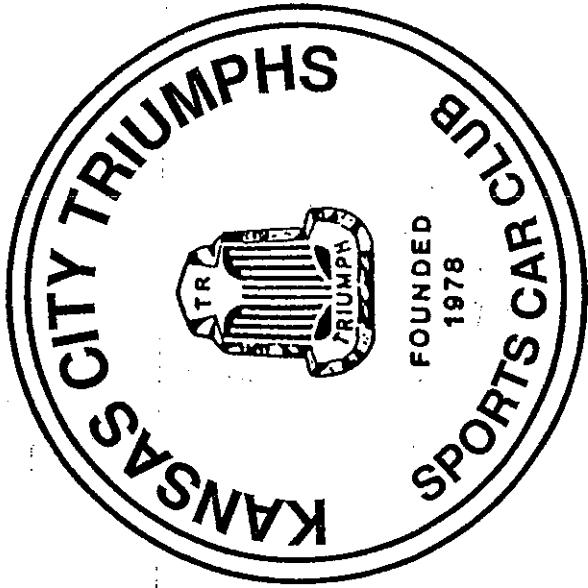


K.C. MG Car Club

For more information call: (816) 781-2321

or K.C. MG Car Club Events Hotline (816) 356-2888

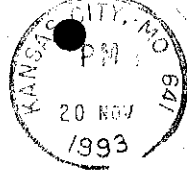




*Dedicated to the Preservation
and Restoration of
Triumph Sports Cars*

Volume XV ~~Issue 6~~
November-December 1993

3021 Tutbury Town Rd.
Topeka, KS 66614



**Dues
are PAST due!**

PAUL MCBRIDE
22714 W 51ST ST
SHAWNEE, KS 66226

DUES PAID - YES

I'd rather be driving my Triumph



Kansas City Triumphs **OFFICERS**

Director	Jim Brady / Cynthia Yin816 587-6754
Assistant Director	Randy Adkins / Ann Marie.....816 587-2242
Secretary/Treasurer	Melanie Hoch / Charlie.....913 478-3799
Publicity	Cynthia Yin.....816 587-6754
Newsletter Editor	Pat Fischer.....913 897-9543
Membership	Margaret Luthy913 649-8737
Historian	Paul McBride913 441-0499 (new number!)
Technical Editor	Gary Davis913 441-2733



Director's Notes

Our 1993 driving season is quickly coming to an end. With a little luck there will be a couple more nice days to enjoy our cars prior to their hibernation. It's been a fun year as we've tried some new things - event point people, club night out, picnic with the Alfa Romeo Club, Marina Bay and the O'Malley's Pub in Weston to name a few. Although it's been done before, the Pig Roast at the Moores was a first for me. Overall we've been successful in promoting and enjoying our Triumphs. I'm especially encouraged by the number of "newer" members consistently attending our events. With your participation 1994 can only be better.

Speaking of successes, the All British Car Show was well attended with over 200 cars and 53 Triumphs. This year the TR Club was responsible for selling regalia. Everyone's efforts not only made the event fun but our clubs' treasury grew by \$80 from sales royalties. The stereotype of women loving to go shopping is only half the equation. From what I saw our club ladies also love to sell. A big thanks to Ann Adkins, Melanie Hoch, Suzanne Hoff, Wanda Moore,

Dawna Adams-Davis, Pat Fischer, Tamara Gibson, Margaret Luthy and Cynthia Yin for staffing the sales tent and handling the bombardment of participant questions. Randy Adkins spent the evening before the big weekend setting up our tents. Bernie Hoff and Woody Underwood deserve special thanks for being our club representatives to the All British Committee. (P.S. Woody and Bernie have agreed to serve on the All British Committee for '94 as Vice-Chair and Treasurer respectively. Ed.) They spent hours throughout the year planning the All British and arranging the success of our Regalia Tent. Nanci Maloney and Woody Underwood took charge of making the autocross a success with the help of several TR Club members. Thanks to you all.

I would like to call your attention to the meeting of Council of Vehicle Associations listed in this newsletter. If we are to continue enjoying our Triumphs in this era of special interest groups it is important for us to stay abreast of pending regulations and to make our wishes known to our legislators.

Next year, but mark your calendars now!

Wed, January 19, Club Night Out, Ponak's on SW Boulevard

February 4, Planning Meeting for 1994

(So bring a new idea of your own)



Collector Auto News

Council of Vehicle Associations (COVA)

The federal, state and local governments are increasing legislating regulations aimed at eliminating older automobiles. You may have read recently that many west coast companies now collect pollution "brownie points" by crushing older vehicles and transferring these credits to their own belching chimneys. Or you may have read in Texas and Georgia collector cars were singled out for exorbitant taxation (while art, jewelry and antiques were not). Or perhaps locally you've noticed the salvage yard that supplied so many prized parts for your Triumph has now been zoned out of existence. There are even some communities where you can not change your car's oil in your own driveway. As car enthusiasts we must be concerned about the government initiatives and regulations taking shape throughout the country.

The Council of Vehicle Associations (COVA) was formed in 1992 to put some balance in these bureaucratic efforts. This not-for-profit organization is devoted to protecting the interests of individuals, companies and organizations in the collectible vehicle industry. It is a national organization with over 60,000 members and a Washington Lobbyist that is hard at work influencing legislators' perceptions of the collectible vehicle industry.

COVA is trying to combat the general lack of understanding about the collectible vehicle industry. Intuitively, most enthusiasts feel the environmental

impact of collectible vehicles is hugely overrated by most environmentalists and lawmakers. According to survey results, collector vehicles are driven on average less than 1000 miles per year. Amazingly, widely accepted government statistics say they are driven 10,000 - 12,000 miles per year. Presented properly, COVA's findings will certainly influence the perception that the environmental impact of our vehicles is negligible.

Through the efforts of Fred Shaw and the Heartland MOPAR Club a Kansas Council of COVA is being formed to protect everyone involved in collecting and recycling old cars against the possibility of the Kansas State Legislature or the Federal Government enacting a "clunker law" during the 1994 legislative sessions. A meeting with representatives of federal and state officials and the President of COVA is scheduled on Saturday, November 20th, 2 P.M. at the Plaza Inn on Topeka Avenue in Topeka, Kansas. I hope to see some of you there, and look for more news from COVA in upcoming newsletters.

Jim Brady

***This may be your last newsletter
(was it something I wrote?)***

If your mailing label on this newsletter has a DUES PAID - NO on it, your name will be dropped from the club roster after this issue.

Please make your check (\$12) payable to KC Triumphs and mail to:

**Melanie Hoch
3021 Tutbury Town Road
Topeka, KS 66614**

Welcome to New Members

Why not introduce yourself to a new member at our next event?

Lou Ann & David Capps
8107 Caenen Lake Road, Lenexa, KS 66215
913 888-1910
1971 TR6

Kent & Karen Shrack
1204 Randall Rd, Lawrence, KS 66049
913 842-5899
1960 TR3A

Rosalie & Phil Pitts
12803 W. 69, Shawnee, KS 66216
913 268-9666
1970 GT6+

David & Kaye Perkins
Cedar Grove, Arrow Rock, MO 65320
816 837-3144
1973 TR6

Deborah & James Byrne
1305 E. Off Shore Ct., Blue Springs, MO 64014
816 224-2326
1960 TR3

Bob & Elaine Schroeder
3105 Porter Rd., Independence, MO 64055
816 373-3215
1973 TR6
1975 TR6
1976 TR6

Robyn & Chuck Cobb
1419 Highland Drive, Junction City, KS 66441
913 238-6537
Looking for car (Yea! Welcome back!)

Matthew & Cecilia Bamford
3600 SW Jewel Ave., Topeka, KS 66611
913 267-1921
19723 TR6

Judy & Ted Hodge
3514 Kingwood Place, Lees Summit, MO 64064
816 373-3824
1967 TR4A

Bill & Marnie Clawson
2801 W. 98, Leawood, KS 66206
913 649-2646
1966 TR4A

Cecil Wise
2642 S. Williams Ave., Springfield, MO 65807
417 889-2088
1979 Spitfire
1965 Spitfire

Dean Powell
P.O. Box 4081, Overland Park, KS 66204-0081
913 894-2010
1973 Stag

Deana & Kevin Brown
Rt. 1, Box 38, Odessa MO 64076
816 633-5781
1974 TR6

Bill Burk
945 Tennessee, Lawrence, KS 66044
913 843-2664

Kim & Craig Simon
1206 Downing, Liberty, MO 64068
816 792-3431
1968 TR5 PI

Dennis & Ann De Groot
15166 W. 132 St., Olathe, KS 66062
913 768-1732
1960 TR3A

Jennifer & Jeff Bullock
845 N. Iowa, Olathe, KS 66061
913 780-3386
1978 Spitfire

Doug & Joyce Henning
14513 S. Greenwood, Olathe, KS 66062
913 829-4639
1969 Spitfire

While you have your address book out...

Congratulations to Margaret & Paul McBride, who, taking that great leap of faith, got married.
Their new location: 22714 W. 51 Street, Shawnee, KS 66226, 913 441-0499

Ten Years Ago

Back in the Fall of '83, we were bragging about the 2nd highly successful All British Car Meet. Sixty-five Triumphs were on display, and the award winners have a familiar ring: Gary Davis, Lynn Metzger, Bob McBean, John Fasnacht, Dick Werth and Larry Birks.

The final driving event of the year was a trip to the Elms for brunch, a comparison of Long Island Iced Tea with Herb's sorghum bucket, and a tour of the northwest that ended at Park College, where the McBeans snapped a memorable portrait of their 6 on a sidewalk high above the river valley.

The annual dinner party was booked into Jeremiah Tuttle at \$12 per!

Current members Col. A. T. & Fran Flagg from Pittsburg, Kansas, joined and help put our young club over 70 strong.

Put a Triumph in your day!

Paul McBride

Past Events Round-up

O'Malley's Pub Run, September 19

It was one of those wet dreary days that signals the coming of winter when several club members made the trip to O'Malley's in Pub Weston. Along the way we found a few treasures at Beverly Hills Antiques in Beverly, MO, and viewed the Missouri River (now in its banks) from a scenic overlook. The pub, which is underground in an ancient stone wine cellar, served several varieties of beer while banjo player Bob Reeder entertained us with his witty songs. It was a perfect way to spend a wet Sunday afternoon. (Thanks, Randy, for all your planning!)

Club Night Out, September 29

We had another good turnout for Club Night Out. This time we met at Dick Clark's Bandstand where camaraderie was great and the food was too. These club night outs are become a good excuse for not eating those twice baked leftovers.

Lawrence Car Show, October 3

We had 14 Triumphs attend the Lawrence Car Show which was enough to give the club third place (and \$30 to our coffers) in the club participation category. Gary & Dawna Davis' TR3 took home some "silver" with its second place finish. The fire trucks, as this year's chosen vehicle, displayed their capabilities with water tricks and load sirens. Not to be outdone, club member Randy Adkins gave kids rides in his fire truck.

Northland Sports Car Classic, October 16

Several British Marques (and a couple of BMWs) met in Liberty for a 125 mile Scenic Drive through the Northland. After meeting for breakfast at the Fork & Spoon and envying the cars at Frazier's, the group visited such towns as Kearney, Lawson and Polo.

Chili Supper, October 30

October 30 was our annual chili supper, hosted graciously by the Maloney-Underwood household. What a lovely place! What a lot of food! What a good time! (Do you sometimes wonder if this is a car club or an eating club on wheels?) The crowd was nicely scattered among various rooms, so circulating and mingling was the order of the evening. Hope I got to see everyone...

Randy Adkins, going to extraordinary means, as always, to make things interesting, locked himself out of his car. (Toyota Four-Runner) Over a couple hours we dissuaded him from breaking a window, and Woody started dialing people under "Locksmiths" in the yellow pages. Well, this nice man from "Car Openers" -- that name just gets right down to it, doesn't it? -- pulled up 40 minutes later. Before your editor could grab her coat and run outside, Randy was standing there looking at his open door. A matter of *seconds*. \$40. A lot less than replacing a window. You might want to keep this number handy: Car Openers, 436-5397.

And thanks to everyone who brought great food and to Woody and Nanci for their hospitality.



Technicalities

Just how fast were we going?

This seems to be a predominant question whenever we tour together. Unfortunately, the speedometer in most Triumphs is less than accurate. In fact, it may be nearly useless, because the discrepancy between actual speed and the indicated speed will increase as you go faster. Add to this changes in rear gear ratios and changes in tire/wheel size, and the speedometer is not a good reference device.

A good and reliable substitute or checking device is the rev. counter. These are usually very accurate and can be easily checked by connecting an electronic tach and comparing the readings at different RPMs. Now that we have determined the reference point, all we need to know are two other factors.

First, determine the rear axle ratio. Check your books or owner's manual. If you are still not sure, elevate one rear wheel, mark a point on the propeller shaft and, with the transmission in neutral, rotate the wheel one full turn. Count the number of full and partial revolutions, and match your count to the available ratios for your car.

Second, while you have the tire elevated, measure the circumference of the tire at the center of the tread. Correct tire pressure is important.

That's it! You have all the information you need to use the formula below:

$$\text{RPM} = 168 \times \text{GEAR RATIO} \times \text{MPH} / \text{TIRE RADIUS}$$

Here the gear ratio of the rear end is used, assuming that the transmission is in 4th gear 1:1. You can factor in a lower gear or overdrive if you want.

EXAMPLE: for a TR3 with rear axle of 3.70 and tire size of 165 x 15 at 60 MPH

$$\text{Tire radius} = 80'' \text{ (circumference)} / (3.14 \times 2)$$

$$\text{RPM} = 168 \times 3.7 \times 60 / 12.74$$

$$\text{RPM} = 2927$$

Exactly the rule of thumb I have always used in my car!
3000 RPM at 60 MPH

Overdrive ratio is 3.03 or 2397 RPM with 3.7 rear gear or 2658 RPM with 4.1 rear gear.

Hope this is of some help and it may be a good reference if you decide to change tire sizes or wheel diameters. Let me know if you have questions or are interested in other formulas.

Gary Davis

Re-engineered to Death: British Sports Cars

American Heritage and Forbes publish a business magazine called AUDACITY. The Fall 1993 issue had a cover story about MG and British Leyland called: Re-engineered to Death, The Story of the British Sports Car. "How the English automotive industry lucked into a lucrative U.S. franchise without knowing why, and then threw it away." It's an eight-page article with some wonderful photos including old ads for the MGT-series and MGAs rolling down an assembly line, and the magazine cover reproduces an original ad drawing of a TR3 (looking about the size of a Chevy station wagon).

The magazine is well worth adding to your collection of MG/Triumph literature. Back issues are available at a cost of \$6.00 per issue, plus \$2.00 for shipping handling. To order, either call 1 (800) 925-9877 or write to:

AUDACITY

Back Issue Department
P.O. Box 10003
Des Moines, IA 50340

Back issues can be paid for by check, money order or credit card.

For Sale

2 Spitfires

Unrestored (1964 or 1966?) runs, complete, (needs repairs) rockers and under hood. Make offer.

1964 Spitfire — in primer, needing minor body work, all suspension new, rebuilt cylinders, clutch; new top, tires and carpet. Make offer.

Randy Stroup 816-224-6527

GT6 Mark I Parts car

Complete, runs, rusty, Wire wheels (6)

Mark II Spitfire

Runs, drives, less seats. Ding in front

Marion Lynn 913 334-5724 or 913 299-9536

Call anytime

1973 TR6

93,000 mi., yellow with black interior; Michelin redlines with low mileage, new black top, new battery. Good unrestored condition with small rust spot on rear fender. Just doesn't fit my life any more!

\$6,500 OBO, Ft. Scott, Kansas
Lane Williams (H) 316 223-2528
(W) 316 223-5588

Convertible Top Boot for Spitfire

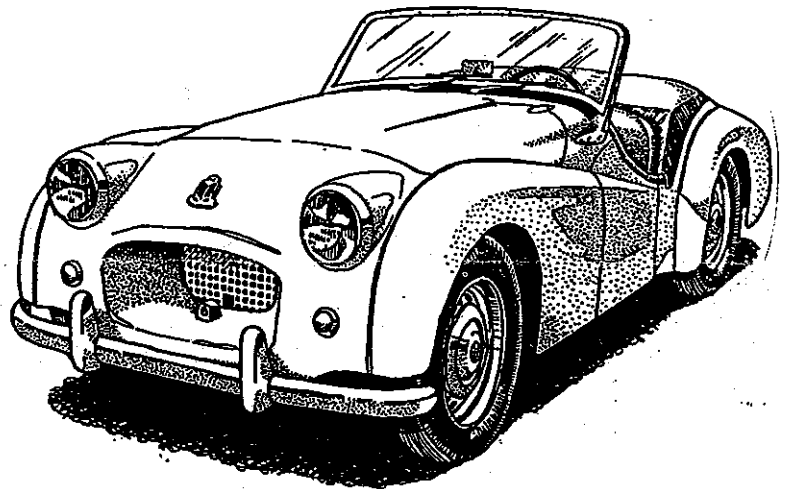
Light tan, good condition, make offer

Charlie Hoch, 913 478-3799

Wanted

Convertible Top Boot that fits inside a Spitfire factory hardtop

Charlie Hoch, 913 478-3799



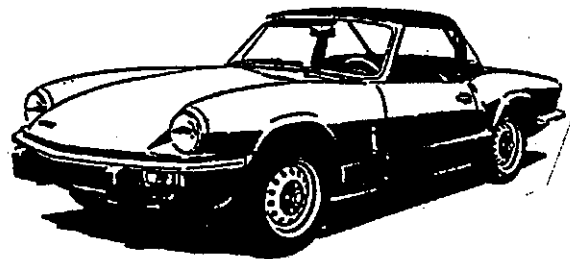
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Lawrence 1992

Looking for Mr. Firestone

"We're on a mission here," my friend said. It was the Lawrence Car Show in October, 1992.

"I found the car with Firestones on it, but the owner wasn't there, so I want to look around for awhile then go back. It's down there in the Model T's.

Said she'd felt pretty foolish going around all the cars, examining tires. "Who'd have thought it would be so hard to find Firestones? I thought all these Model A's and T's had them. At least those that didn't have Non-Skid. People must have thought I was crazy."

We walked some more. Looked over the '50s and '60s section. "It's been 15 minutes...let's go back."

As we approached the Model T club, a group of people were standing out in front of a pretty blue 1928 Ford. One of the women said, "John, here's the young woman who was looking for you." My friend introduced herself and said she was here with the Triumph Club. John gave his name, and they shook hands.

"I have something here I thought you might be interested in," she said. From her purse she pulled a white jewelry box and removed the rubber band around it. John and his circle moved around to see. She first lifted out a small, rather worn box that was open on both ends. "This is an antique car light bulb; it's still in its original box. I don't know if it's any good, or where on the car it might go. It IS from the era of your car, and probably from a Ford." John took and examined the bulb.

"And this," she took out a small, soft suede case about the size of a lipstick, "is an old Schaeffer tire gauge. The engraving says it was made exclusively for Firestone." Unsnapping the tiny case, she showed it to

him. "And see? The patent dates range from 1919 to 1923. It does register pressure...how accurate it is I don't know. But I thought you might like to display it with your car."

His friends were craning to see and hear what sort of deal was going down. John was being cool. Looking down at the antiques in his palm. The light bulb might not be worth much of anything. The tire gauge; that was pretty good. Its patent dates were right for his car model; it said it was made for his brand of tires; he couldn't recall if he'd ever seen one with its own case before. Must be why it was in such good condition. He looked at them for a few seconds. Weighing cost. Weighing want. He wasn't a novice at these deals. This woman...what kind of a dealer would she be? His friends were waiting. "So," he said, "you want to sell these?"

"No. I want to give them to you. They used to belong to an ex-husband who doesn't deserve them."

And there were a lot of women in John's circle who cracked up at that. And John just lit up like a BRAND NEW light bulb. He pumped my friend's hand again. "Thank you! This is great! This is just great!" He wanted to get her name straight again, her club and car straight. He allowed himself to be delighted, and my friend was having a good time, too.

Lagniappe, the call it in the South: an unexpected gift.

John came up to us later at the show. "I voted for your car," he told my friend.

"Thanks! I voted for yours, too."

Ed.

Have you mailed your dues????

\$12 to Melanie!