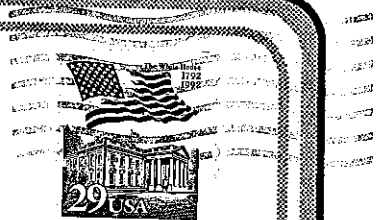
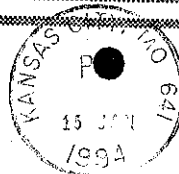


*Dedicated to the Preservation
and Restoration of
Triumph Sports Cars*

*Volume XVI — Issue 1
January—February 1994*

3021 Tutbury Town Rd.
Topeka, KS 66614



**Club Night Out
January 19**

**Planning
meeting Feb. 4!**

**"Car's the Star"
March 2**

PAUL MCBRIDE
22714 W 51ST ST
SHAWNEE, KS 66226

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 441-0499 (new number!)
Technical Editor	Gary Davis913 441-2733



Director's Notes

Happy New Year! May 1994 bring you and yours good health and prosperity. If you still have the moral strength for another New Year's Resolution, I have a proposal. Why not resolve to attend more Triumph events than you did last year? Who knows...it might become a habit.

A good place to begin would be our annual planning meeting on Friday, February 4th at Zarda Bar-B-Q. After eating, drinking and socializing, we'll plan out the TRiumphant events of 1994. Last year we had a good mixture of activities — some old, some new, some driving, some social. With your participation, 1994 can only be better.

Don't be a member in name only, come out and enjoy your club.

Jim Brady

"Car's the Star"

Mark your calendar for March 2, 7 pm for a reception at this auto specialties store in Crown Center. 15% discount to TR club members that night, and hors d'oeuvres will be served. Additional details will be available at the planning meeting. Watch the Fun on Wheels column in the Saturday *Kansas City Star* for news on all club events.

Welcome to New Members

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

Liz & Tim Smith
1625 N.W. 65th
Topeka, KS 66618

Past Events Round-up

Annual Club Dinner

About 35 members enjoyed wrapping up the 1993 Triumph Club Year with a dinner at the Woodside Racquet Club. After we dined on Chicken Kiev, sherried new potatoes, a mixture of sauteed vegetables and brownie ala mode, John Maas hosted a TRivia quiz with a twist: The format sounded simple enough — from projected photos we were to identify the Triumph model and year.

The catch was that these were not pictures of entire cars. This was a good way to learn that the rear taillight lenses differ between a TR4/4A and a TR250. Those with the best observation skills were awarded prizes courtesy of Victoria British and The Roadster Factory.

A special thanks to the Maloney-Underwood household, John and Nancy Maas and Anne Adkins for making this such an enjoyable evening.

Club Night Out

January 19, 1994, 6:30 pm

Ponak's Mexican Food Kitchen

2856 Southwest Blvd.

Take I-35, exit Rainbow Blvd. S., left on SW Trafficway
(the entrance is around the back)



1994 Planning Meeting

February 4, 1994

Come help us shape 1994's events into the best Triumph year yet.

Bring your suggestions, volunteer to sponsor an event

Zarda Bar-B-Que

87th & Quivira, Lenexa, KS

6:30 pm for supper

7 pm meeting

No, you *can't* grumble if you don't attend.

Ten Years Ago

Richard and Virginia Peak put out a new year newsletter of 8 pages brimming with articles, calendar and 7 pictures of past events.

The annual dinner was at Jeremiah Tuttle's restaurant. Gary Davis, chapter director, presented Herb & Wanda Moore with the Outstanding Members Award of 1983. They were cited for their extensive participation in all KCT events in spite of their home base of Windsor, Mo. Gary's slide show was accompanied by live music bleeding in from a "Little People" convention/party next door!

The 1984 events calendar emphasis was on "GO"

rather than "SHOW," with many driving activities planned.

My rather detailed article on the rebuild of my TR3 engine appeared. Editor Richard Peak had requested it, and he later submitted it to the national publication "Sport and GT" where it was subsequently published in their May edition. In re-reading it, I'm again surprised at the rapid passing of time and the sharply escalating prices of British car parts.

PUT A TRIUMPH IN YOUR DAY!

Paul McBride

Technicalities

First, I want to say Happy New Year to all our members, and I hope you all had a wonderful Christmas.

Pat Fischer has just loaned me a handbook from the Triumph Sports Owners Association. (Easier than MY doing it, Gary! Ed.) Just in case you are not aware of this group, it was the factory-sponsored club for Triumph enthusiasts in the United States. British Leyland knew that TR owners were truly dedicated to their cars and often race-prepared the cars for SCCA or other competitions. Just to remind you what a bargain things used to be, the membership was only \$5.00 for the handbook, car badge and newsletters. The main purposes of the newsletters were two-fold:

First, was to bring to owners news of the racing program and individuals' race victories. Second was to supply maintenance and recall information. In many cases, it seems that the owner was to make the repairs following factory directions. This is a far cry from today's factory recalls that all end up at the dealer. Since it is winter now, I offer you a couple of hints for winter driving from the handbook. These are direct quotes!

"Disc Brakes vs. Winter

If you drive your Triumph in an area where salt and other chemicals are spread heavily on the road in winter, be certain to check brake lines and pipes for tight joints and corrosion. Every time you plant your size twelves heavily on the brake pedal, as much as 1,800 pounds per square inch force is applied throughout the hydraulic system and that calls for good maintenance!

Check the disc brake pads carefully as well. Under hard driving conditions they can wear quickly, and new pads are a much more simple and inexpensive solution than grinding or replacing the discs.

Cold Starting TR-250, TR-6 & GT-6

At the introduction of the Stromberg C.D.S.E. type carburetor, difficulty was experienced in some cases of poor starting in colder areas. It was found that a simple adjustment to the carburetors would overcome this problem. The C.D.S.E. type carburetors are equipped with a choke control limiting device. This control takes the form of a spring-loaded plunger, which is part of the carburetor starter box cover assembly. The plunger itself is located at the rear of each carburetor adjacent to the air cleaner, and can be easily identified as it is made of brass and has a slotted head with serrated edges.

For summer operation, the plunger should remain with the slotted head in the vertical position. For winter operation, the slot should be in the horizontal position, thus allowing a little extra choke movement."

If anyone is interested in last newsletter's formula for checking speedometer readings, the following rear gear ratios are from the T.S.O.A. manual.

GT-6 Mk3, 3.27:1 or 3.89:1 option with O.D.

Spitfire Mk4, 4.11:1 later changed to 3.89:1

TR-6 3.7:1

Stag 3.7:1

TR-250 3.7:1

TR-4 3.7:1

TR4-A 4.11:1

TR3 3.7:1 or 4.1:1 option with O.D.

See you all at the planning meeting!

Gary Davis

Amateur Night in the Garage — steering rack bushings

One Sunday when Spring was threatening, and Triumph Season was hinted at, I got the confidence to replace the rubber mounts on my 250's steering rack. And if I can do it, you can do it. (For once, I have no fear of disagreement here.) Actually, I got the confidence by repairing the paste-up waxer at work on Tuesday, but that's another story. Funny, though, how those tiny victories can inspire you to greater things.

Anyway, I'd been a little timid about the car work. I mean this is car work where, if you fail, the car is undriveable. Makes me a little uncomfortable. But, like I said, the waxer worked when I was done...of course the waxer wasn't working to begin with, and I needed to use it that day. There wasn't much to lose.

So, yes, I blocked the back wheels, put on the hand brake (thanks to David Stringer, I actually HAVE a hand brake) and jacked up the front end. This was a good exercise because it forced me to use the heavyweight scissors jack I carry in the trunk, which was so stiff that I could barely get it to crank. So, it needed lubrication and I found that out, not alongside the road, but in my garage.

The project was not as bad as I expected. I had sprayed the bolts and nuts with a lubricant a couple weeks before, expecting rust. I was even wondering if some rusted part of the bracket would break and I'd have to buy new parts. Well, there was no rust. There was plenty of oil. I've had grimy hands before, but this goes beyond that. Black. In every line, cuticle and fingernail. I've Lava'd them and scrub-brushed them and I'm quite sure my hands will never be clean again. I know, I know. I'm being squeamish, right? OK, here's my point. If you have a big meeting at work the next day or something major like a job interview, cover your hands with something protective before starting this job. Hand cream. Clean motor oil. Something.

Each bushing is held in place with a u-shaped bracket tightened over the rack with a metal plate, washers and

nuts. Well, one nut on each bracket is buried inside the front crossmember with just a hole for your socket to go through. The nut tightens on far enough that you will need a deep socket. And the fun part...you get to put the washer and nut back on where you can't see and where maybe two fingers at a time will reach (no thumbs). Very small space. Of course, you drop the nut and washer a few times, and invariably they roll to where you can't find them without getting up from under the car. I was wearing a 3/4-sleeve-length shirt and twice the nut actually fell inside my sleeve. One of those real quality moments. I love car work.

Anyway, replacement of the bushings is not bad at all. After you take the u-bracket off the top you can slide the old rubber bushing toward the center of the car where it clears the mounting bracket and pull it off. Reverse this with the new one. The first bottom plate stayed in place while I changed the bushing. The second one fell to the floor with a clatter. Luckily, I had replaced these one at a time, so I could look at the first to see how the plate should go back in.

So, your natural question is, did it make a difference? Well, initially, it was hard to say. All of the suspension up front in my car was so worn at that time that each new piece was a small improvement. With a lot of those old joints, bearings and rubber mounts replaced, my car's tracking and response to the steering wheel has improved 300%. I've seen metal mounts sold to replace these stock rubber ones. They say it reduces the car's tendency to wander around the road surface, so if you're thinking about replacing things that might be worth a try. The best way to think of this project is, if you're replacing all those other worn suspension parts to improve your Triumph's handling, these rubber mounts are probably due for replacement, too. Improve on that old, tired rubber, and your car will reward you by being A LOT more fun to drive. And isn't that the whole idea?

Ed.

TR250 and TR6 Owners: Beware!

A Tech Note from "Tales & Trails" newsletter

Loss of oil pressure may be due to the wrong filter installed. Fram filter catalog recommends a PH2825. This filter does not seem to have a filter relief valve.

PH3600 filters for '81 to '88 Ford Escorts have a 9-12# filter valve built in.

TR engineers designed the oiling system to operate

with a valve. Make sure that your oil pressure gauge is working correctly before trying this fix, and monitor the gauge closely after changing filters. This info was gleaned from TSCC of Sand Diego in an article by Jack Emery.

For Sale

1978 Spitfire

Needs work. Best Offer

Kay Lloyd 962-0771

1970 Lotus Europa

Twin cam, big valve, 4-speed, everything new or restored.
\$14,000

Call George in Chicago at 708 540-0516

1966 TR4A (2)

One in a basket, one rolls. Enough good parts between them for a quality restoration. Electric overdrive, 5 wires, 5 stock disks. In storage near downtown. \$2,000 or an interesting trade.

Bill Knapp Voice mail anytime 383-7793

A New Theory of Electronics

borrowed from the MG club and Rocky Mountain Triumph Club Newsletters

by Don Joy

A sheet of paper crossed my desk the other day, and as I read it, realization of a Basic Truth came over me. So simple! So obvious we couldn't see it! An amateur radio enthusiast discovered what makes integrated circuits work. He says that smoke is the thing that makes ICs work because every time you let the smoke out of an IC it stops working. He claims to have verified this through testing.

I was flabbergasted! Of course! Smoke makes all things electrical work. Remember the last time smoke escaped from your Lucas voltage regulator? Didn't it stop working? I sat and smiled like an idiot as more of the

truth dawned. It's the wiring harness that carries smoke from one device to another in your Mini or MG (or Triumph) and when the harness springs a leak, it lets the smoke out of everything at once and then nothing works. The starter motor requires large quantities of smoke to operate properly; that's why the wire going to it is so big.

Feeling smug, I continued to expand my hypothesis. Why are Lucas electrics more likely to leak smoke than, say, Bosch? Hmmm. Aha! British convertible tops leak water. British engines leak oil. British radiators leak antifreeze. British government leaks defense secrets. Naturally! British electrics leak smoke!

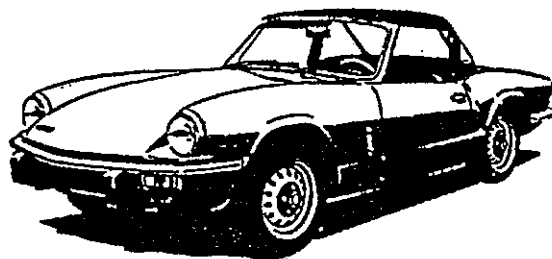
"Keep 'em On The Road"™

10% Discount to Club Members

City Counter Pick-Up Only

Mon - Fri 9 to 6

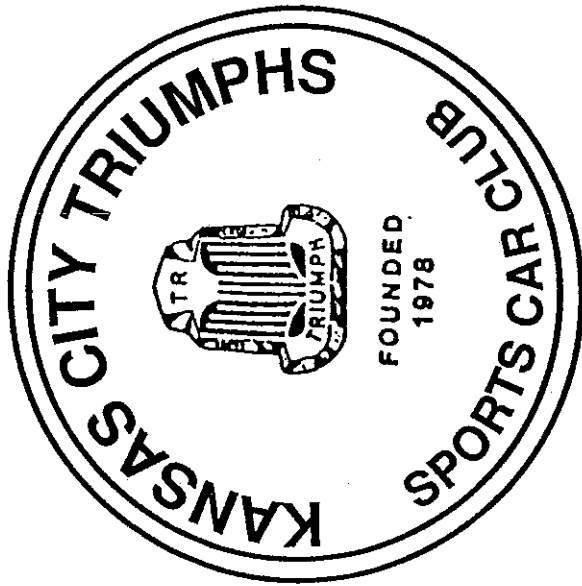
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Technical Editor	Gary Davis913 441-2733



Director's Notes

As always, the club's planning meeting was a big success. After socializing, eating and drinking, we developed our 1994 schedule of events. In addition to our traditional outings, we will take our Triumphs on a camping trip, do a Leavenworth-to-Lake Perry day trip and attend a Saturday evening cruise night. All in all, it's shaping up to be a TRiumphant year. So mark your calendars and fill up the gas tank.

A reminder to those of you who enjoy barbeque and want some input to our All British Meet: Meetings are held the third Tuesday of the month at Zarda, 87th Street & I-35, Lenexa. Attend and make your thoughts known. *A big thanks to Bernie Hoff and Woody Underwood for being our club representatives to the All British committee.* The club is looking for an additional representative. If you're interested, please call Woody or Bernie.

Jim Brady

Congratulations!

Our good friends in Windsor are celebrating their 50th wedding anniversary on April 6. They're having the whole family in town. Don't want a big fuss made. So...I didn't tell you anything about it.

Ed.

Upcoming Events • March & April

Watch the Fun on Wheels column in the Saturday *Kansas City Star* for news on all club events.

Club Night Out,

Wednesday, March 16, 6:30 pm

Ryan's Kerry Patch, (587-2230)

I-29 & Barry Road. (north of the river) Head north on I-29 towards KCI. Exit on Barry Rd., turn left (west) onto Barry Rd. After 2 stop lights look for restaurant on left (south) side of the road. Point persons: Ann & Randy Adkins. (587-2242)

Potluck Dinner, Saturday, March 26, 6:30 pm

...at the Brady's in Parkville. Show off your culinary skills by bringing your best dish to the TR Potluck Dinner. The club will furnish plates, utensils and soft drinks. B.Y.O.B. The party begins at 6:30. Please RSVP to Cynthia (587-6754) by March 24th. See enclosed map for directions.

Tech Session, Saturday, April 9, 10 am

Come learn the finer points of transmission rebuilding from Craig Vaughn, proprietor of Foreign Car Enterprises (FCE). Get in on the ground floor as club member Dan Sullivan's GT6 transmission is disassembled and examined in preparation for a rebuild. This is a great opportunity to learn how all those gears work. Meet at 10 am at FCE, 2342 Holly, KCMO. The session will last about 2 hours afterwards we could "do lunch." If you need directions to get there, call FCE at 471-6687.

All British Swap Meet, Saturday, April 10, 10-6

Still hunting that elusive part, or have to make room in the garage? Here's your chance to buy, sell or trade British car parts (or complete cars for that matter). The meet is open to the public, has no vendor or entrance fees and will be in the parking lot at 14th and McGee, 10 am till 6 pm.

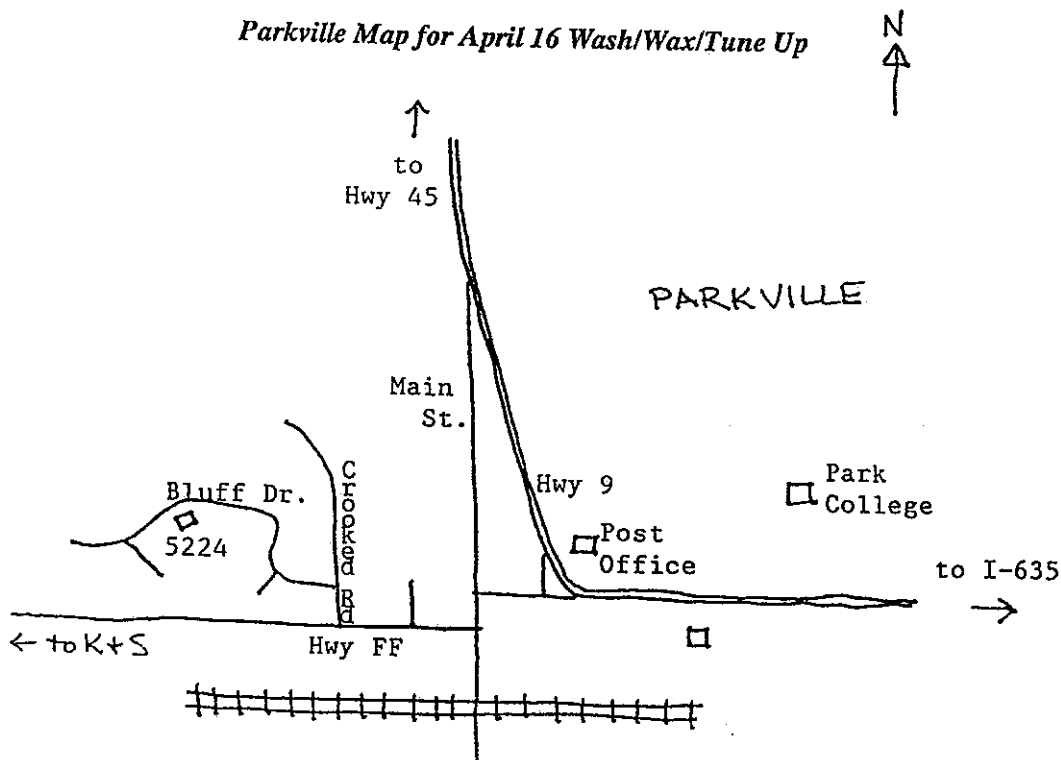
After Taxes Wash/Wax/Tune Up, Saturday, April 16, 10 am

This is the second year for this tech event, using the workshop graciously loaned to the club by Kenny Hevalow, owner of K & S Construction. (Thanks to Randy Adkins!) Come by to get advice, help, and work on your own car in a clean, dry, uncluttered working environment. Unlike most of our garages. See the map on this page.

Antique Run, Saturday, May 7, 9:30 am

Mark your calendars for this 2nd annual shopping/eating event. Linda and Larry Birks are tour guides once again (antiquers extraordinaire!). We'll leave from the Louisburg Cider Mill, 8 miles west of 69 Highway on K-68. (Southern Johnson County). Lunch will be at Williamsburg. This event was declared a success by all attending, even with miserable weather last year, so it must be good! Point persons: Linda & Larry Birks (816 758-6660)

Parkville Map for April 16 Wash/Wax/Tune Up



1994 Calendar of Events

These are subject to change...watch the newspaper!

** Details in this newsletter under club events*

Bold indicates official TR Club event

March 16, Wednesday, 6:30 pm, Ryan's Kerry Patch, Club Night Out *

March 26, Saturday, 6:30 pm, Potluck at the Directors' place in Parkville *

April 9, Saturday, 10 am, Tech Session at Foreign Car Enterprises *

April 10, Sunday, 10-6, All-British Swap Meet

April 16, Saturday, 10 am at K & S, After Taxes Wash, Wax & Tune Up *

May 7, Saturday, 9:30 am, Antique Run*

May 18, Wednesday, Club Night Out

May 28, Saturday, Antique Aircraft Fly-In/Picnic Lunch Atchison

June 10, 11, 12; Friday-Sunday, Annual Lake of the Ozarks trip to Marina Bay Resort

June 29, Wednesday, Club Night Out

July 9, Saturday, Camping (!) & tour of Weston, MO

July 23, Saturday, Leavenworth/Lake Perry Tour

August 3, Wednesday, Club Night Out

August 13, Saturday, Drive-In Night

August 27, Saturday, Cruise Night in Liberty

September 3 & 4, All British Car Show

September 14, Wednesday, Club Night Out

September 24, Saturday, Triumph Club Picnic at Wyandotte County Park

October 2, Sunday, Lawrence Car Show

October 15, Saturday, Jamesport, MO, tour

October 29, Saturday, Chili Supper (2nd annual)

November 12, Saturday, Annual Dinner at Woodside Racquet Club

December 14, 6:30 pm, Sleigh Ride on the Plaza

Whew! What a year!

Mark your calendars, but watch the Fun on Wheels column in the Saturday Kansas City Star for changes in events.

Life is fluid.
Triumph people must be, too.

BIG Club Event – Annual Ozarks Trip

Destination: *Marina Bay Resort*

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



When: *June 10, 11, 12*

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

Reservations: 15 rooms are being held for the club.
Will be held until
May 10

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 10 by 4:00
Check -Out Time is 12:00 Sunday

DANGER! Holding 15 rooms. Reserve EARLY!

Watch For: Bulletin Board in Resort lobby (you pass it going to the restaurant) for Triumph Club activities!
Also Bulletins near our block of rooms

Boat cruise? You never know. Bring your sunscreen.

Technicalities

It will be spring again, and the warm days will come to stay with us for that wonderful season called summer. The grass will be green, the trees will again show their lush display of leaves and everything will be as it should. The question now comes upon you: Will that Triumph that has lingered so long in its winter berth, hidden by its protective cover, be ready for summer? There may have been great plans made last fall about winter projects or deadlines set for completion of the ongoing restoration of your car, but will you meet the call of spring? Your answer of course is, "Yes, of course I will!"

Now with that commitment made, and the fact that the projects are not even started yet, what will be the priorities to get ready for the upcoming driving events? My own priority list is very simple, really, and involves only four major categories.

1) SAFETY. Top priority! Nothing is more important to you or your Triumph. Brakes, steering, tyres, fuel lines and electrical systems fall in this category. Nothing should be compromised when it comes to safe operation of your car.

2) DEPENDABILITY. Sometimes things will happen, but generally you will have warning signs of problems. Overheating, bad ignition, fuel delivery problems, bad clutch or transmission, breaking fan belts, or any other conditions that will cause mechanical breakdowns should be addressed before starting on a drive.

3) COMFORT. These are things you can deal with but can sometimes ruin a pleasurable trip. Windscreen wipers, heater, defroster, rain leaking into the cockpit or boot, exhaust leaks, vibration from tyres or propeller shaft and other creature discomforts.

4) APPEARANCE. This is the last area of importance for enjoyment of the true sports car experience. I know that everyone enjoys having their car admired for its paint or interior, but these are not really necessary for true satisfaction of owning and driving a Triumph.

Every car is welcome to participate in our events, just as long as it meets requirements for numbers 1 and 2 above. If your Triumph is not ready to join us and you are, then get in the family sedan, Mustang, pickup, or even (fill in other British marque of your choice) and come along anyway. We want to see you no matter what you may drive.

I am happy to report that I had my first request for technical information from one of our members, and I found the info in a past article in *The Vintage Triumph*. So far, I am one for one. Due to the length of the article John Maas requested and the illustrations, I will send it to him directly. I still hope you will contact me with your needs, and I will do everything I can to find the information.

Gary Davis

Ten Years Ago

Not much was happenin' March of '84 if the Triumph newsletter was any indication. Oh, Gary Davis put out a plea for a GOOD gas tank for his TR3 as many repairs still left a petrol aroma in the boot; and Richard Peak reported on a cold and sparse "swap meet" at Leo's Victoria British, But, other than that, anticipation of warm weather events seem to have sufficed.

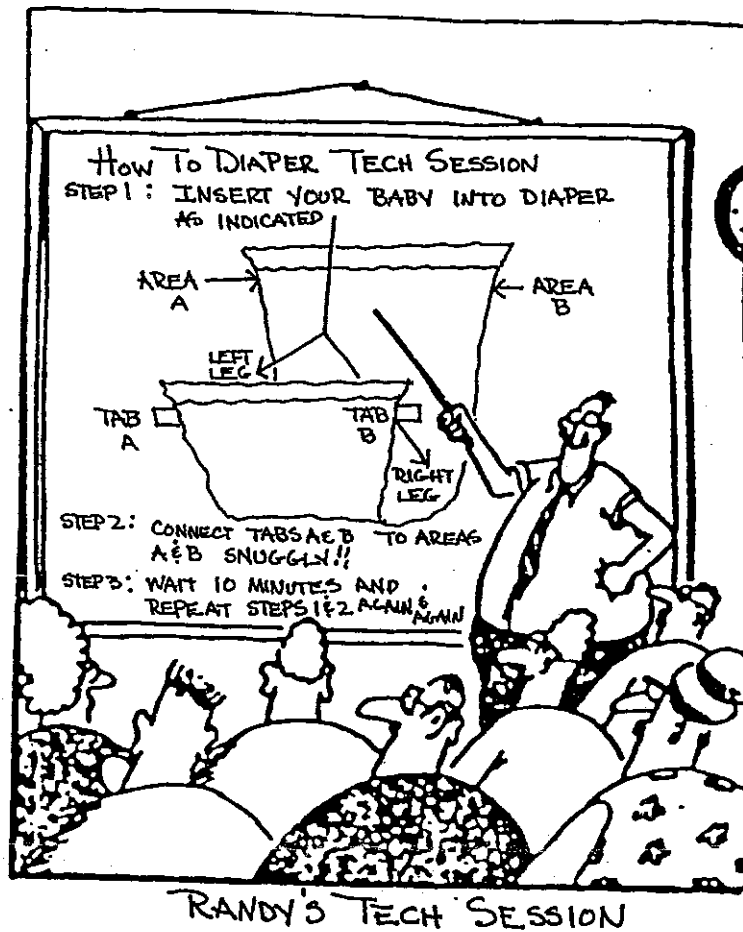
One bit of sad news was reported by the London Times, Feb. 10, 1984. The headline read: End of the Road For Cars Sporting a Triumph Badge. British Leyland announced plans to revamp the Triumph Acclaim (really a

Honda) and badge it as a Rover. Perhaps you've heard that Rover, which still owns the Triumph name, has just been purchased by BMW. I think it's doubtful that we'll ever see a Triumph badge on anything newer than our cars. Long live Triumph!

Aren't these "club nights out" great!? See ya at the next one. Put a Triumph in your day.

Paul McBride

Tech Session



from Nanci & Bernie

New Members & address change

Welcome to new members!

Mark Ashwill
P.O. Box 112
Shawnee Mission, KS 66201

Jan & Karen Berry
604 Main
Arrow Rock, MO 65320
816 837-3472
1976 Spitfire

Steve & Lois Orth-Lopes
704 Ohio
Lawrence, KS 66044-2364
913 842-7137
1980 TR7 drophead

And a change of address...

Rosalie & Phil Pitts
21300 Mission Road
Bucyrus, KS 66013
913 681-0648

(Welcome to God's country, Rosalie & Phill) Ed.

For Sale

1967 GT6

46,000 miles, runs, complete car, garaged. Best offer.
Phil Evans 816 373-7426

1976-1979 TR7 parts & part cars

Call for info...

Norman Smith 299-8751

Bob Pudans 236-5490

Spitfires 2 1/2 cars

1976 restored, low mileage with hardtop. Show condition.

1978 original condition, good runner

1980 parts car and spare parts

William Sharpe 322-2297

Wanted:

TR2, TR3 or TR3A

Michael Anderson 913 722-2755

Wanted

Need cylinder head for 1976 TR7.

Larry 913 782-1444

1976 or 1977 Spitfire parts car (no title)

Has seats, engine, transmission, body minus deck lid.

Want to sell whole car.

West Schimmel 913 549-3561 after 4:30 pm

1978 Spitfire parts car

Will sell or trade for 1979 Spitfire engine parts and interior parts.

Doug 816 246-5222

1973 TR6

Chestnut with black interior, 42,000 miles. Completely rebuilt with new carpet, seats, paint & runs great.

Michelin red lines. Complete car history available. Won 3rd place in 1993 All British Show. Was used in the movie "Article 99," and memorabilia includes movie poster, hat and license plate used in the movie. Many extra parts.

\$7,950

Parts Bulletin

The Roadster Factory is continuing its Winter Parts Sale. Through March 1994 you get a discount of 15% (and the FREEBIES) listed in *The Roadster Factory's Winter Parts Sale '94* book. Use the code word "ST. CRISPIN" when you order by mail or phone.

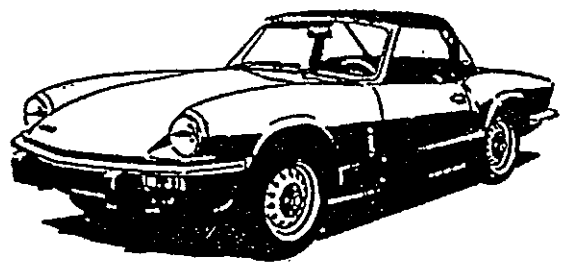
"Keep 'em On The Road"™

10% Discount to Club Members

City Counter Pick-Up Only

Mon - Fri 9 to 6

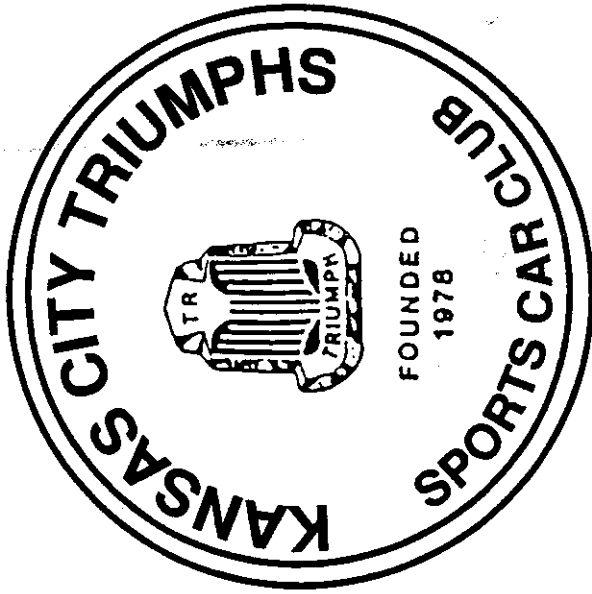
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Volume XVI — Issue ~~2~~ 3
May - June 1994

I'd rather be driving my Triumph

PAUL & MARGARET MCBRIDE
22714 W 51ST ST
SHAWNEE, KS 66226

3021 Turbury Town Rd.
Topeka, KS 66614



For Sale

1957 TR3 (Small Mouth) - includes spare motor and wire wheels, good title, gauges, great front-end sheet metal. Great for restoration or parts. Mark Canaday 913/246-2393

1977 TR7 - good body, complete except needs distributor \$500 Frank Bonura 792-2244

1980 TR7 "Drophead" - new body work, paint & top, any reasonable offer Bob Zibung 358-9739

1971 Stag -18K original miles, no rust, Toyota engine & 5 speed trans. both tops, with new soft top, interior & exterior perfect \$5,500 obo Bruce Wright 806/745-1931, 806/885-3711

1976 Spitfire 1500 - low miles, no rust, runs pretty good, too many triumphs so some must go...Ed Vest 816/353-8940

Misc. TR6 Parts, Carburetors, air conditioning, alternator, tonneau cover, etc. Call with needs. Larry Smith 816/741-0485

Wanted

Editor for the KC Triumph Club Newsletter - for details call Jim 816/587-6754

Wanted

Need master cylinder, timing chain cover & steel wheels for late model TR6. Bill Hollaway

Wanted

Early TR6 ('69 - '71) restored or not but body and frame must be in good shape. Gary Schafer 816/753-2654

City Counter



**10% Off
To Club Members**

"Keep'em on the Road"™

Free Catalogs:

Austin Healey	TR2, 3, 4, 4A, 250
MGA	TR6
MGB & MGC	TR7 & TR8
AH Sprite & MG Midget	Spitfire & GT6
Sunbeam Alpine & Tiger	
Mazda RX7	Chevrolet Truck 1947-1972
Datsun Z-ZX	Chevrolet Truck 1973-1987

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Monday-Friday 9 a.m. - 6 p.m.
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913-541-0880

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British Motor Heritage Approved Distributor
VICTORIA BRITISH LTD.
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Just In:
1980 TR7 PARTS
Call w/ Needs:
Ross DUBEC
316-342-1399
(Emporia, KS)

BIG Club Event - Annual Ozarks Trip

Destination: **Marina Bay Resort**

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



When: **June 10, 11, 12**

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

Reservations: 15 rooms are being held for the club.
Will be held until
May 10

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 10 by 4:00
Check -Out Time is 12:00 Sunday

DANGER! Holding 15 rooms. Reserve EARLY!

Watch For: Bulletin Board in Resort lobby (you pass it going to the restaurant) for Triumph Club activities!
Also Bulletins near our block of rooms

Boat cruise? You never know. Bring your sunscreen.

Welcome
to the 1st Annual
“Chute-Out” in Chanute
All British Car Show

May 20-22, 1994
Chanute, KS

Show your car ~ Autocross ~ Driving Tour
Clocked Speed Run (5000 ft. Chanute airport taxiway) ~ *Banquet*

FUN, FUN, FUN

Host Hotel: Holiday Park Inn, 316-431-0850
Room rate is \$28.95 + tax for double
40 rooms have been reserved - be sure to mention
you are with the All British “Chute-out”.

Schedule		
Friday, May 20	5-9	Registration & hospitality at Holiday Inn
Saturday, May 21	8-9:30 10-2	Breakfast on your own “Chute-out” at airport (clocked run at Chanute Air- port with certification of your speed - for British cars only)
	Noon	Lunch at airport on your own
	2-5	Driving tour and show
	6	Cocktails (cash bar) at Chanute Country Club
	7	Dinner (choice of prime rib or chicken entree)
Sunday May 22		Breakfast & heading home

Kansas City Rally Route

Those driving from Kansas City can add extra enjoyment to your drive to Chanute by picking up photo-rally directions at Club Corner of Victoria British after May 12th. Follow the instructions on this easy, relaxed run to Chanute and put the sites you find in correct order on the form. When you arrive at registration, turn in your form with \$2 to compete in the rally challenge. Two ways to win - both skill (do it right) and luck (drawing)..

Don't let the fact that your British car is not road-ready keep you from enjoying the weekend. Take the rally challenge in your Detroit iron and come enjoy the event.

Registration Form

For further information or directions call Steve Fickel, Chanute, KS, (316) 431-0515

Name _____ British Car (model) _____ (year) _____
Address _____
City/State/Zip _____ Phone () _____

Registration (One British Car)		\$10	\$ _____
Dinners	Prime Rib entree	Number _____	\$16@ \$ _____
	Chicken entree	Number _____	\$10@ \$ _____
Total			\$ _____

(check payable to Austin-Healey Club of Kansas City)

Return to: George Spaulding, 17743 W. 67th St., Shawnee, KS 66217, (913) 631-4717

Thanks to Joe Smathers for sending
this to the editor.

Technicalities

Well, spring has finally sprung and a young (or old) man's fancy turns to Triumph Sports Cars! OK, so that's not how it goes but they always say you should consider your reader when you write, so the statement stands. One other correction though, "man's" also implies "woman's" fancy for Triumph cars.

Spring means the thrill of the open road, the search for new, exciting routes on those great back roads of our area. The need to smell the exhaust, to taste the wind, and maybe a bug or two along the way. The central question is usually the often heard, "is this car ready for the road?" I can only comment that you know it better than anyone, but don't sell it short. Triumph spent many years improving the dependability of our cars and we should trust in this fact. If the car is in correct condition, as designed, it should be ready for any outing at any time. Especially the Ozarks tour in June!

Just a couple of quick suggestions:

By special request from a good friend. The Stromberg 150 CDSE, fitted to the GT-6 and TR250, have a choke control limiting device. This plunger is located on the rear of each carburetor adjacent to the air cleaner. For summer operation, the plunger should remain with the slotted head in the vertical position. For winter operation, the slot should be in the horizontal position.

From my own experience of this winter. Excessive positive camber of the front wheels (wheels lean in at the top) is caused by worn trunnions. Unless the frame has taken a major crash, the trunnions are the source of this common ailment. To check them you must remove the spring, wheel, hub, caliper, and disconnect the upper ball joint. Hold the trunnion firmly in one hand and move the vertical link in and out. You may be surprised how much wear is evident in the trunnion. This condition will occur, even with proper maintenance, due to the soft material of the trunnion housing. The wear will also cause the threads to bind in the trunnion and cause stiff steering. The solution is not cheap, but necessary to restore proper handling and tire wear.

Please call me with your questions and I will respond to ideas or subjects you suggest. It's spring! Get those Triumphs on the road!

- Gary Davis

The Roadster Factory has sent the club a VHS tape of the 1993 TRF Summer Party. This annual event grows every year and has been attended by several KC club members. It is a really great party that includes drag racing, autocross, mountain tours, swap meet, a banquet and a whole lot more....The 1994 party is scheduled for August 12, 13 and 14th. We'll show the video at a social event. If you wish to borrow the tape, give Jim Brady a call - 587-6754

Upcoming Events - May & June

Watch the Fun on Wheels column in the Wednesday & Saturday *Kansas City Star* for news on all club events.

Warning! Warning! Warning!

The Antique Run originally scheduled for May 7th has been changed to May 14th!

Saturday, May 14, 9:30 AM, Antique Run, Point People: Linda & Larry Birks

Mark your calendars for this 2nd annual shopping/eating event. Linda and Larry Birks are tour guides once again (antiquers extraordinaire!). We'll leave from the Louisburg Cider Mill, 8 miles west of 69 Highway on K-68 (Southern Johnson County) at 9:30 A.M. Lunch will be in Williamsburg. This event was declared a success by all attending last year, even with miserable weather, so it must be good! Point persons: Linda & Larry Birks (816/758-6660)

Wednesday, May 18, 6:30 PM, Club Night Out, Darryls, 8901 Metcalf

A good way to celebrate the half way point of the work week....

May 20-22, "Chute-Out" in Chanute - All British Car Show

This wasn't in our original schedule but it looks like fun. See the enclosed flyer for event details. Caravans will leave from McDonalds at I-35 & 169 Hwy on Friday at 5:30 P.M. and again on Saturday at 7:30 A.M.

Saturday, May 28, Antique Aircraft Fly-In/Picnic Lunch, Point Person: Dawna Adams-Davis

Pack a picnic lunch bring a blanket and join us for a great day at the Amelia Earhart Airport in Atchison, KS. We'll watch the vintage and experimental aircraft fly in from around the country and meet some fellow British car enthusiast from the Topeka area. Special parking on the field has been reserved for our cars (you will be charged the standard \$3 admission to help offset insurance costs). We'll leave from the K-Mart at I-435 & 87th Street, Lenexa, at 8:30 A.M. and caravan up to Atchison (Northlanders can meet the group at the Hwy. 45 and I-435 overpass at 9:00 A.M.). Remember to pack a lunch and bring a blanket.....

June 10, 11, 12, Ozarks Lake Trip - Marina Bay Resort,

This annual trip is always a highlight of the year. It is not hard to see why - it starts with a great drive down to the lake (TR's love 'em curves), and when you get there you can hang out at the pool, exercise the chargecard at the Outlet Mall, do a little bungee jumping, boating, or whatever suits your mood. The evenings are always filled with good food, drink, go-carting and frozen custard. It's a fun filled weekend and you still have time to make reservations - see enclosed flyer. Groups will leave from Red Lobster on the south side of Bannister Mall. If you plan on caravanning, please call the appropriate point person: Friday June 10th, 9:30 AM - Jim Brady 587-6754, Saturday June 11th, 9:30 AM - Woody Underwood 523-8356.

Wednesday, June 29, 6:30 PM, Club Night Out, On the Border, 700 West 47th (Plaza Area)

You have to eat so you might as well do it with friends. Come join us "where the Texas border meets Mexico".

Embroidered Club Logo Patches - Show your club colors with blue on gray club patches. These are great for customizing hats, jackets, etc. Only \$3 each. Buy yours at the next club event!

New Members

Please welcome the following new members and add them to your roster (note that an updated roster should be published in June).

<p>Lloyd & Janet Lipska 4236 Kirklawn Ave Topeka, KS 66611 913/267-2600 1964 Spitfire, 1972 GT6, 1978 TR7, 1960 TR3A</p>	<p>Shawn & Kelly Swearngin 19195 Hedge Lane Spring Hill, KS 66083 1976 Spitfire</p>
<p>James & Stacy Jones 2207 Victorian Dr #2102 Kansas City, KS 66106 913/236-5450 1975 TR6</p>	<p>Conrad & Judith Brown 912 Canterbury Dr Columbia, MO 65203 1974 TR6</p>
<p>Kenneth & Mary Jo Meyer 704 Deerfield Leavenworth, KS 66048 913/651-3023 1956 TR3</p>	<p><i>Address Change:</i> Bob & Marilyn McBean The San Pasqual Apts 975 San Pasqual St #213 Pasadena, CA 91106 818/395-7730</p>

Past Event Round-Up

<p>Club Night Out - Ryan's Kerry Patch Club Night Out, held North of the River this month, was attended by about 15 members who enjoyed Irish cuisine and a very entertaining waitress.</p> <p>Potluck Dinner - not only can TR people fix British cars they can cook too! Good food and good friends what more could you ask for.....how about another helping of Ann Woody's pie?</p> <p>Tech Session - Craig Vaughn, owner of Foreign Car Enterprises, explained the workings of our car's transmissions as he dismantled Dan Sullivan's GT6 box. This event was a great way to understand how all those gears work together and what goes wrong with them. Now if we could just get a tech session on putting 'em back together.....<i>Thank you Craig!</i></p>	<p>After Taxes Wash/Wax/Tune Up - the weather was fantastic for working on Triumphs and consequently a lot of things managed to get fixed this day - new motor mounts, tappet adjustments, brake bleeding, carburetor adjustments and some of those famous Lucas electrical problems were sorted out. All that work led to quite an appetite so we grilled hot dogs and worked some more. <i>I huge thanks to Kenny Hevalow</i>, proprietor of K & S Construction, for allowing the club to use his facilities. Working on our cars is definitely more enjoyable when you have a good workshop and a lot of helping hands.</p>
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Kansas City Triumphs **OFFICERS**

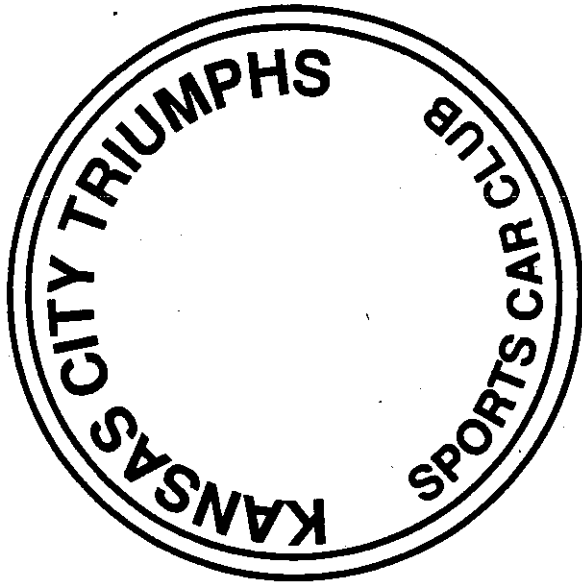
Director	Jim Brady / Cynthia Yin.....	816 587-6754
Assistant Director	Randy Adkins / Ann Marie.....	816 587-2242
Secretary/Treasurer	Melanie Hoch / Charlie.....	913 478-3799
Publicity	Cynthia Yin.....	816 587-6754
Newsletter Editor	Jim Brady (interim).....	816 587-6754
Membership	Margaret Luthy.....	913 649-8737
Historian	Paul McBride.....	913 441-0499
Technical /Editor	Gary Davis.....	913 441-2733

Director's Notes

Our 1994 year is off to a fast start. We started with several social events and more recently have had a couple of tech sessions (see *Past Event Wrap Up*). I saw several members at the British Swap meet. I figure that with the tech sessions and the improved availability of second hand parts we should have quite a few cars attending our upcoming drives.....but even if your *TR* isn't ready yet, come join us.

With this recent wave of fantastic weather I wish my cars were up and running. Last year the old Stag required work in the engine department (first the lower half then the uppers). This year the problems seem to be in the hind quarters - differential seals, bearings, u-joints and that sort of thing. I figure if I work hard (and smartly) I'll be ready in time for the Antique Run on May 14th. You'll notice in this newsletter a promotion for the "Chute-Out" in Chanute, KS this looks like a lot of fun. If you're thinking of going give me a call and I'll try and organize a caravan.

As you look through this newsletter, you'll notice the format has changed (that's in addition to the grammar and spelling errors), it is not by choice. Between work, school and all those other commitments, Pat Fischer has elevated our newsletter to new levels. Unfortunately for the club, Pat has had to step down as editor. Pats' dedication and skill in creating our bi-monthly mailings is greatly appreciated and will be sorely missed. A huge "*Thanks Pat*" for the friendship and hard work. Along these lines the club is in need of an editor - the pay is low, the hours long and the responsibility great; I can think of at least one benefit - you get to see all the "For Sale" cars before anyone else.....give me a call if interested.....- *Jim Brady*



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

Volume XVI — Issue ~~3~~ 4
July - August 1994

3021 Tutbury Town Rd.
Topeka, KS 66614



PAUL & MARGARET McBRIDE
22714 W 51ST ST
SHAWNEE, KS 66226

I'd rather be driving my Triumph

Ten Years Ago

The summer of 1984 was looking like an exciting time for KCT members. What with the Folly Classic Vintage Grand Prix, the 3rd All British Meet, The Heart of America English Concours, Shore Tire and Michelin Tech Session, and the annual trip to the Lake of The Ozarks.

We started the season with a party at Rick Torres basement "party room". Rick, always the gracious host, had a fool proof prescription for great parties: plenty of food, drink and good conversation.

Editor, Richard Peak described our Spring tour as the "International Rain Rally". Yours truly was in charge of the event to Leavenworth, Weston and Parkville, and for those of you who have made snide remarks about my driving the old green Lincoln in recent inclement weather, let me quote Richard from ten years ago: "Only Paul and David Francis were adventurous enough to drive their Triumphs"!!! So.....There.

Herb and Wanda Moore had forty of us down to Windsor, MO for a cool backyard picnic that featured their stupendous roasted whole pig and a decorated Triumph cake & cookies.

The Jaguar folks invited us to make their concours an all English affair. It RAINED. Boy did it rain! They drove the Jags one at a time into the Doubletree Hotel for judging. We went across the street to a drive in bank and judged under the awnings. Bob White, Linda & Larry Birks and Kent Foster were winners.

On June 6 all British car club members were guests of Shore Tire Co. After barbecue and a tour we were enlightened by a Michelin representative. Everyone left well fed and sporting an insulated Michelin cup.

Put a Triumph in your day!

- Paul McBride

KC TRIUMPHS NAME TAGS - Deadline July 26, 1994

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

**Choose your method of delivery: Pick up at the Triumph Tent at the All-British Car Show
OR**

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

Name to appear on badge _____

Name to appear on badge _____

Check preferred delivery method:

- I'll pick my name tag(s) up at the All British Meet. Enclose \$3.50 for each badge ordered.
- Mail my name tag(s). Enclose \$4.00 for each badge ordered. Send to address: _____

Mail order forms & checks (payable to KC Triumphs) by July 25th to: KC Triumphs, c/o Cynthia Yin, 5224 Bluff Drive, Parkville, MO 64152

New Members

A big welcome to our newest members. Please join us at one of our events.

Michael Robins
P.O. Box 273
Maryville, MO 64468
816/562-2704
1967 TR4A

Louis Gresham
8921 Millstone
Lenexa, KS 66220
913/492-2271
1974 TR6

Kirby Foster
7939 N. Brooklyn Ave.
Kansas City, MO 64118
816/436-3568
1978 Spitfire

Bret Cravens
7400 W 110th St., Suite 720
Overland Park, KS 66210
913/338-2787
1973 Stag

Classifieds

1967 TR4A - restored BRG car with white rag top, wire wheels and new red-line tires. Call Beverly Pitts at 741-0293

1970 TR6 - call John Kopp in Windsor Missouri at 816/647-2690

Parting 1980 TR8 - no drive train. Call Thon Basom 913/649-1244

1973 GT6 MK III - good shape. Call Greg Troxell 816/453-2843

TR6 Parts - rebuilt clutch master cylinder and brand new slave cylinder. Call Woody Underwood at 816/523-8356

TR6 Parts - black tonneau cover, chestnut colored soft top stowage cover ("boot"), two used redline tires and one disc wheel. Call Denny Van Velzer at 816/781-7010

1965 Spitfire - restored prior to storage 10 years ago. Car come with spare motor and assorted parts. Call Phil at 631-7897

1974 TR6 - Call Don Tuckfield at 833-3826

City Counter



**10% Off
To Club Members**

"Keep'em on the Road"™

Free Catalogs:

Austin Healey	TR2, 3, 4, 4A, 250
MGA	TR6
MGB & MGC	TR7 & TR8
AH Sprite & MG Midget	Spitfire & GT6
Sunbeam Alpine & Tiger	
Mazda RX7	Chevrolet Truck 1947-1972
Datsun Z-ZX	Chevrolet Truck 1973-1987

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British Motor Heritage Approved Distributor
VICTORIA BRITISH LTD.
14600 West 107th Street, Lenexa, Kansas 66215

Product Report

Recently I installed two non-original products on my TR3, and I thought you might be interested in an evaluation.

The spin-on oil filter adapter is available from almost everyone. I bought mine from Roadster Factory. It consists of a gasket (same as came with the cartridge filter), a cast aluminum housing, and a fitting with threads on either side of a spacer and a 1 and 1/16 nut all machined from one piece. The smaller diameter threads differ depending on whether you have a Purolator or Tecalemit filter head. Mine is a Purolator which has the much finer threads. I use to marvel at how many ratchets it took to remove the long bolt while hot oil ran over everything. That, and the fact that the threads in my filter head are rather sloppy from 37 years of oil changes, convinced me to try the spin-on.

Installation is simple, although you do need a 1 1/16 socket. The filter supplied by TRF is a Unipart piece for current Rovers and does not have a built in valve and is rather short. A better choice is Fram 2825 which is readily available. The adapter and Fram filter measure about the same length as the original canister.

The spin-on is simply tightened by hand and removed with a quality filter wrench. I had no difficulty with either.....accomplishing the feat from under the bonnet! No more oil running into the armpit whilst laying prostrate.

The second product came from Santa Claus although I think my wife had some influence. The original air filters (laughingly referred to as "gravel strainers") look beautifully vintage with their little service stickers, but are poor filters even when oiled. When properly oiled they soon look grungy and drip on the inner fenders.

Many owners have updated their filters through the years, as did the factory, to a paper element. Well friends, there is something even better. It's called the K&N FILTERCHARGER. I first converted the Mustang 5.0 when I noticed all the racing applications. K&Ns move up to twice the air of a paper element. Not only is performance improved but filtration as well.

The filter element consists of a wire mesh grid that holds many pleats of cotton gauze. A special oil in an aerosol can is used to coat the cotton. It's a washable filter (then re-oiled) and will last the life of the car. The element is sandwiched between two round chrome plates and metal spacers. Bolt holes to fit the SU's are provided. Recommended cleaning and re-oil.....50,000 miles!

Mine came from Victoria British...the only Triumph vendor that sells them. They aren't cheap at \$70 a pair. But frankly I was tired of seeing dirty SU pistons every time I removed the air cleaners and prematurely dark motor oil on the dipstick.

Installation requires some mild creativity. They do not come with fasteners...I bought four 2 1/2" stainless bolts with flanged nuts from the hardware store. The filters are not offset as per originals, therefore the front carb filter fouls the inner fender...but just barely. I removed the forward card, put a bottle jack between the engine and inner fender, and pressed it out about 3/8". Some touch up paint and no one, but all of you, will know.

The results, as with the 5.0, is pretty spectacular.....although without instruments, performance is subjective. But clean carbs and better gas mileage are sure indicators of more and cleaner air!

I'm pleased with both modifications and can recommend them. Those purists in the crowd, (I'm one of you) fear not! It would take only a matter of minutes to convert back to 1957 specifications.

- Paul McBride

Technicalities

Again, I am faced with the dubious responsibility of selecting subject material for this installment of our infamous technical article. I call it infamous because it does appear in other club's newsletters and I realize that my readership is growing. This is only adding to the stress of attempting to be correct and informative with the subject and my comments, but since no requests for information have been received to date, I will again press on.

Following my own recent experience with the rebuilding of the head on my car, I would like to pass along the following tips and suggestions.

1. The removal and reinstallation of the head can be accomplished by anyone who can successfully adjust the valves on their cars. There is no magic needed to torque that beast back on the motor, just follow the manual's instructions.
2. The machine shop will help you if they know what you want to accomplish. If you just tell them to grind the valves, that may be all you get unless they really care about their work.
3. Supply your own parts to the machine shop and they will be much easier to deal with. They are not interested in chasing down valves for a 35 year old Triumph. If you do the leg work, it will save you time and money.
4. The best rebuild should include bronze valve guides and hardened valve seats for the exhaust valves. This will allow safe use of unleaded fuel. New valves will depend on how many times the present valves have been ground. There is only so much margin on new valves, so be prepared.
5. One area that is often overlooked is the valve springs. These have been through millions of compressions and releases. They have been held in compression for weeks, months, or even years when the car is stored. If you believe that they have not lost a great deal of their original strength, you need to study the subject of metal fatigue. In short, replace the springs.
6. Have the head surfaced to insure a flat surface for the head gasket and you are in business, The machine shop will automatically check for cracks and clean the water jackets.
7. The cots will vary depending on the needed parts and amount of machine work involved. A basic rework with new guides, exhaust seats and springs should be around \$300. If you have to replace all the valves, that figure could reach \$500.

If you get puffs of blue smoke when you shift gears (ask your friend to follow you) or if there are spots of oil on the rear panel, you may be due for replacement of the valve guides.

One of the best compliments I have gotten recently was at Chanute. A gentlemen approached me and commented that my car ran as good as it looked. I think that is perfect because it covers my criteria for enjoying Triumphs. Performance and appearance should be equal partners when striving for a perfect sports car.

- Gary L. Davis

Other Events of Interest

call Jim Brady for additional information

Vintage Triumph Register National Convention - Ashville, NC, August 3 - 7th

The Roadster Factory Summer Party - Armagh, PA, August 12, 13 and 14th

Heartland British Autofest - Davenport, IA, August 27 - 28th

Upcoming Events

Watch the Fun on Wheels column in the Wednesday & Saturday *Kansas City Star* for news on all club events.

Wednesday, June 29, 6:30 PM, Club Night Out, On the Border, 700 West 47th (Plaza Area)

You have to eat so you might as well do it with friends. Come join us "where the Texas border meets Mexico".

Saturday, July 9, Noon, Weston Bend State Park, Hwy 45 outside Weston, MO

This new event for the TR Club promises to be different. Those of us who like open air sleeping (in addition to open air motoring) will establish a base camp in Weston Bend State Park just outside historic Weston, MO. From there we'll tour the surrounding area visiting the orchards, distilleries, antique shops and some of the local wineries. If we're lucky we'll find some vino suitable to go with the cookout we'll have back at the campsites. Come tag along, even if you don't plan on camping - you can always bring a steak and some potatoes and have your dinner with us. We'll plan on leaving on the tour from the campgrounds around noon. If you plan on camping please call Randy by July 6th. Note that campground gates are only open from 7:00 AM until 10:00 PM. Point Person: Randy Adkins 816/587-2242.

Saturday, July 23, 3:30 PM, Drive to Lake Perry/Apple Valley Farm

We will leave the Kansas Department of Transportation at State Ave. (Hwy 24) and I-435 at 3:30 PM. We'll drive the back roads through Leavenworth to Lake Perry. The Topeka British Car Club will join us for an all-you-can-eat buffet at Apple Valley Farm at 5:30. "Bootleg Baby" will be presented in the Barn Theater at 8:30 and a DJ will provide entertainment in the Grainery beginning at 9:00 (see the enclosed flyer for more information). If you are going to be eating the buffet, **RSVP to Charlie or Melanie by Saturday, July 9th** so they can make reservations. Cost of the buffet including drink, tax and gratuity is \$13.50 per person. If you are attending the theater, call in your own reservation in advance. Tell them you are with the Kansas City Triumph Club so that we can sit together. Cost of the theater presentation is \$8 per person. Point People: Charlie & Melanie Hoch 913/478-3799

Wednesday, August 3, 6:30 PM, Club Night Out, Talk of the Town Grill & Bar, 11922 W. 119th St. (NW corner of 119th & Quivira) Come talk Triumphs with us.....

Saturday, August 13, Sonic Drive-In Night, 6:30 PM, Sonic of Susquehanna, 17831 E. 24 Hwy (~1/2 mile east of 291, ph. 257-0882) What a great way to re-live the simple pleasures of years gone by.....cars, burgers and movies. We'll meet at 6:30 PM at the Sonic Drive-in restaurant on the northeast side of town as this will put us closer to the movies. After burgers, cherry limeades and fries we'll decide which drive-in to attend. Point person: Bernie Hoff 816/941-0820

Saturday, August 27, 4 PM, Winstead's - Cruise Night in Liberty, MO, Hwy 291 & 152

Come see how other car enthusiast enjoy the hobby. You'll be amazed at the number, diversity and quality of the cars at this cruise night. Collectively, our cars probable have less engine displacement than some of these muscle cars so we'd like to park our cars together.....plan on getting there at least by 4 PM so we can get a group of parking spots. We'll eat at Winsteads, Godfathers', or one of the other establishments in the area. Point person: Dick Woody 816/781-1870

Saturday & Sunday, September 3 & 4, KC All British Car & Cycle Show, KCI

Woody Underwood and Bernie Hoff are spear heading the Triumph Club's responsibility for organizing and running the driving events at this years All British - the funkhaana and tour. They can always use some help so give them a call and pitch in; Woody: 816/ 523-8356, Bernie 816/941-0820. Be sure to register for the show early so you'll get a free tee shirt (registration packet will be mailed in July). While at the show be sure to stop by the Triumph Club tent, pick up your name tags (see order form) renew your membership and visit with us.....

Past Event Round-Up

Saturday, May 14, 9:30 AM, Antique Run,

This 2nd annual shopping/eating event was even more successful than the first! After feasting on apple cinnamon donuts and hot spiced cider, thirteen cars (7 Triumphs) left the Louisburg Cider Mill under threatening skies. The driving was so enjoyable we all lowered the tops at our first antique stop in Gamett. From there we dodged the rain clouds all the way to Williamsburg where we feasted on barbecue ribs. Along the way we discovered if you drive fast enough rain won't come into an open top sports car.....also that Spitfire windshield wipers don't help get the rain off the inside of the windshield! On the way to Ottawa the rain hit so hard that you got wet even with the top up but that didn't dampen our spirits. A big thanks to **Linda & Larry Birks** for a very enjoyable day.

May 20-22, "Chute-Out" in Chanute - All British Car Show Just getting to Chanute was an adventure as so many county roads were under repair and the detours played havoc with the rally instructions. The **Jim Brady/Cynthia Yin** and **Dave/Kay Perkins** (in their newly restored TR6) teams still managed to take honors in the rally. Event highlights included a speed run at the Chanute Airport where **Gary Davis's** stock 1957 TR3 made a fine showing (94 mph) against a well prepared 1954 AH 100-4 (100 mph). The Brady/Yin Stag managed 2nd place with 95 mph. TR owners know their cars are fast but driving like Gary did - with a fully loaded ice chest in the passenger seat, does put you at a slight disadvantage. Next year with minimum preparation the TRs could easily sweep this event (I hear a challenge). After the speed run, participants toured Chanute and visited an old private mansion where you stepped back in time with collections of juke boxes, clocks, radios, dolls, - you name it and it was there - all gorgeously preserved and presented. We saw artifacts of a different kind at the Safari Museum where visitors were educated about African expeditions in the 1920's and 30's. A big thanks to **Steve Dupus** of the Austin Healey Club for arranging such an successful weekend.

Saturday, May 28, Antique Aircraft Fly-In/Picnic Lunch

The weather was great for a drive and picnic. Throw on top of that a Vintage and Experimental Aircraft Fly-in and you have the makings of a wonderful day. The English Car clubs managed to stake out the airport's high ground and from there we could see the multitude of aircraft; from old French trainers with swapped out engines to open cockpit bi-wings. Some of our luckier club members managed to hitch a ride and see things from even greater heights. It was great to visit with several club members we don't get to see often enough, **Dave Stringer** and his son Alex showed up with their beautiful Stag and its freshly rebuilt engine and from the Topeka area - **Steve & Chrystal Minter (TR4)** and **Mark & Vicki Canady (TR3B)**. **Dawna Adams-Davis** did a swell job organizing this outing.

June 10, 11, 12, Ozarks Lake Trip - Marina Bay Resort, As always the drive to the lake was half the fun...six cars left Bannister Mall - **Charlie & Melanie Hoch (Spitfire)**, **Gary & Dawna Davis (TR3)**, **Paul & Margaret McBride (TR3)**, **Tamara Gibson & friend Pam** (Sentra) and the **Brady/Yin** team (Stag). **Bernie & Suzanne Hoff** managed to catch the group before the first turn. After meeting **Pat Fisher (TR250)** and **Hubert and Carolyn Clark (Spitfire)** Paul lead the group through some spirited driving that even tested the limits of the Hoff Miata (next time Bernie bring the TR4). On Saturday **Woody Underwood & navigator Reid (TR6)**, **John & Nancy Maas (TR4)**, **Dick & Ann Woody (Spitfire)** and **Jay & Laura Smith** (domestic) joined the group. Once at the lake we lived a pretty carefree life just eating, drinking, shopping and laying around the pool. Things got much livelier at the go-cart racing as there seems to be a latent racing gene in many Triumph owners. The highlight of the trip was the Saturday evening dinner cruise where we all enjoyed good food, friends and views of very lovely (and expensive) lake homes. The only mechanical problem was on the Maas' TR4 when its 30+ year oil gauge hose sprang a leak. A quick by-pass of the system and the car was back on the road. All in all it was a great way to enjoyable the weekend.

Woody Underwood passes on the following Tech Tip which he learned the hard and expensive way (see parts for sale section). After rebuilding and reinstalling his clutch master and slave cylinder the hydraulics still sucked air despite bleeding the system many times. Woody was so frustrated he purchased and installed brand new parts - with the same results. Rotating the slave cylinder so the bleed nipple faced up solved the problem; hence the extra parts are now for sale.

Kansas City Triumphs **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	Jim Brady (interim).....	816 587-6754
Membership	Margaret Luthy.....	913 649-8737
Historian	Paul McBride.....	913 441-0499
Technical /Editor	Gary Davis.....	913 441-2733

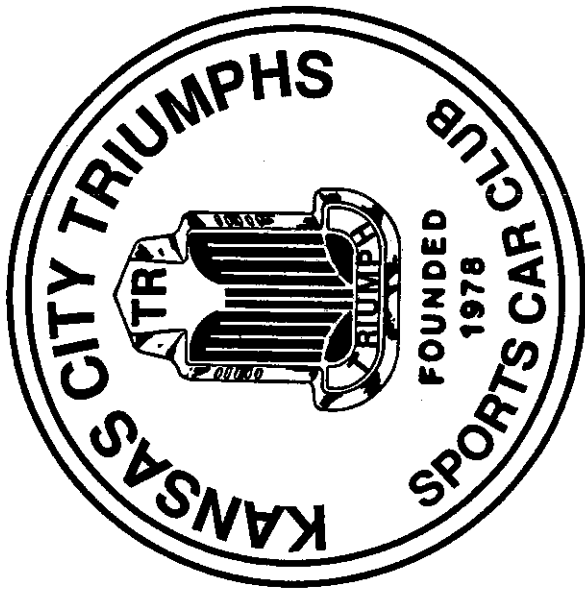
Director's Notes

We are now in the main course of our club activities and it's shaping up to be quite a feast (I've noticed that our club is very food oriented). In these next couple months we'll try several new entrees - a camp out in Weston, a Lake Perry Drive -complete with dinner (food!), dance and show and finally we'll crash a Cruise Night in Liberty. These outings are a different flavor then what we're use to but why don't you come along and give them a try. After all variety is the spice of life.....

I was looking at our events in September/October and noticed we better start planning for our club rally and picnic on September 24th. A few years ago the Austin Healey club hosted an all British rally and picnic and it was a great success with over 50 cars of many different marques attending (I still remember passing a Super Seven in my Spitfirehe had an ignition problem). Our club has joint-ventured several picnics in the past but these have always been arranged through other clubs. I would like to expand our annual rally & picnic to include all British Car marques but think we should go directly to the people. We could put fliers out at the All British and charge a per car/person fee to offset costs. What do you think? I would need a handful of people to help pull this off. If you have any strong opinions one way or the other, or want to volunteer, please give me a call. With enough interest I'll have an organizational meeting in July.

- Jim Brady

Brooke RáAnn Adkins, our newest club member, was recruited by Randy & Ann on June 10th. Brook checked in to this world at 8 lbs 1 oz. and word is she is already drooling over Randy's Spitfire. Congratulations to the Adkins family!



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Triumph Sports Cars*

Volume XVII ~~Issue 4~~ 5
September - October 1994

3021 Tutbury Town Rd.
Topeka, KS 66614

PAUL & MARGARET McBRIDE
22714 W 51ST ST
SHAWNEE, KS 66226

I'd rather be driving my Triumph

New Members

A big welcome to our newest members. Please join us at one of our events.

Jerry & Linda Tessin
3417 S 88th Street
Omaha, NE 68124
(402)393-2723
1972 Spitfire

Jeremiah & Deborah Randolph
5330 Harrison
Kansas City, MO 64110
(816)361-7721
1967 GT6

Russ & Carol French
13012 Mohawk
Leawood, KS 66209
(913) 338-0166
1973 TR6

Classifieds

1965 TR4 - Average Condition. Call Roger Write at (913)742-2760

1968 TR250 - 1990 National Champion, red w/ 36K original miles, \$15000. Call Larry or Linda Birk at (816)779-6660

1969 Spitfire - kit/parts car. Call Bill Looms at 221-5223

1976 Spitfire - runs well, very good condition, no rust, good soft top. Call Pat Dolliver at (913)648-4936

Wanted TR3 - willing to pay fair price for right car, or trade MGA or TR6. Call Jim Ward (314)822-3936 (St. Louis)

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MGB & MGC	TR7 & TR8
AH Sprite & MG Midget	Spitfire & GT6
Sunbeam Alpine & Tiger	

Mazda RX7
Datsun Z-ZX
Chevrolet Truck 1947-1966
Chevrolet Truck 1967-1972
Chevrolet Truck 1973-1987

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Technicalities

After reviewing my file directory, I see that this is Tech12 or two full years of this column. Now I can really start to rationalize why I am running out of ideas for this column. Reader input has been sparse, except for promises to produce full articles and some good suggestions from the faithful few. Left to my own devices and a supportive friend, I shall borrow a couple of items this month and worry about the next installment later.

From the 6-PACK newsletter of Sept. 94 I have an article about the notorious bonnet release cable which plagues all TR4-TR6s. First comes the problem, the cable has broken or come loose from the latch arm. Second, and most frustrating, is the location of the latch. "Could it possibly be in a more inaccessible place?" Probably not! Third, is ingenuity to get at this rather simple piece of apparatus. The article recommends removal of the cubby box and sticking a long screw driver through the choke or water valve holes in the firewall and pushing the latch arm. The writer used a stiff, coated wire inserted under the corner of the bonnet, on the passenger side, and then fished the wire onto the latch from under the car by taping the wire to a long screwdriver. Using a loop made on the end of the wire he was able to slip it over the latch arm. A quick pull of the wire and the latch released.

Several backup suggestions were made and I have see a few in practice. A simple piece of coat hanger wire attached to the arm and running through the inner fender is one safe solution. A second cable is a good ideas, but you must be careful that the auxiliary cable does not keep the latch arm from moving. A slide connection for the second cable would be required. Since the TR4 and TR4A have the cable release on the passenger side, this might be a logical choice for your "insurance" cable on a TR250 or TR6. It may not seem real important right now, but the day you pull that cable release handle and nothing happens, it could be real important!

Just one quick note about a great improvement for your Triumph. Roger Hurst now offers an electronic ignition that fits right inside the distributor cap! Only one extra wire to the coil so no one can tell you have mover into the 1970s. I am going to try one on my TR3 and will have a full report later.

Please support the All British Car meet and Kansas City Triumphs! We seem to have more out-of-town cars than out own members. The guys from Oklahoma will be carrying away all the awards, if we don't get our cars out this year. It's a great time for your entire family and there are lots of friends to see, so join us this year!

- Gary L. Davis

Ten Years Ago

Mid September 1984: We were unwinding from a busy summer of Triumph club activities. Director Gary Davis was again calling for "new blood" to join the officers ranks as our 1st 6 years were history.

The Folly Classic Vintage Gran Prix was a big success. Bugatti's, Ferrari's, Can AM and Formula cars screamed around Union Station, Crown Center, and the Liberty Memorial. Several club members worked as fence marshals and Gary and I displayed our 3's. Plans were in place for an even bigger race the next year. Unfortunately it never happened.....insurance apparently the hang-up.

We finally won the softball game! A summer picnic at Shawnee Mission Park had been a fun event the past 2 years, but marred somewhat by losses to the MGA club in what had become an annual softball showdown. In 1984 we were "Triumphant".....Score: 28 to 6.

The 3rd All British Car Meet at the Overland Park Marriott featured 60 Triumphs out of 290 cars. Brent and Patty Harrison won the club "Special Category" award for their finally completed, beautifully restored TR3A. Thanks went to the Moores for the Triumph booth and canopy, and to Marilyn McBean & Robyn Cobb, among others, for "people-ing" it. It was a popular place during the Sunday showers.

And finally, member Matthew Bamford, from Topeka KS, joined us ten years ago.

Put a Triumph in your day!

- Paul McBride

Press Release - Motor Sports Associates is pleased to announce that they have been appointed to represent Moto-Lita Steering Wheels in the USA & Brooklands, Inc., a Florida based distributor of fine British motoring accessories. For a free catalogue & special club member discounts

call/write/FAX to:

Motor Sports Associates

PO Box 7201

Shawnee Mission, KS 66207-0201

Tel. (913)383-6365 FAX (913)677-4352

Press Release - Former KC Triumph Club member John Cochran is organizing a trip to England in July 1995. Participants will enjoy a 14 day road tour of England behind the wheel of their beloved Triumph. The tour is timed to correspond with the TR International Meeting and will include stops in Coventry and Stafford. The package includes everything from food & lodging to transporting you & your Triumph to England. \$10,500/couple.

For information contact John at (913)829-9000

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

***Saturday, November 12, 1994
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, wine,
beer & soft drinks***

Menu

***Chef's House Salad
Boneless Breast of Chicken w/ Sauce
Baked Potato
Fresh Sautéed Vegetables
Ice Cream filled Crepes
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 6th

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

816 587-2242

Upcoming Events

Watch the Fun on Wheels column in the Wednesday & Saturday *Kansas City Star* for news on all club events.

Wednesday, September 14th, 6:30 PM, Club Night Out, Outback Steakhouse, 9501 Quivira Road, Overland Park, KS (just west of Oak Park Mall). Come join us for dinner the way they do it "down under".

Saturday, September 24th, 3:30 PM, Annual Triumph Club Picnic, Wyandotte County Park, Shelter # 11, First we'll build up an appetite by going on a gimmick rally.....We'll meet at the Kansas Department of Transportation at State Ave. (Hwy 24) and I-435 at 10:00 AM and from there explore the areas' county roads while testing your observation skills. Our tour will end at Wyandotte County Park where we'll picnic (park is 1 mile east of I-435 on Leavenworth Road. Go North on 91st Street into Park). The club will supply brats, hot-dogs, rolls, plates and utensils. You bring a side dish and your drinks (alcohol is allowed at this park). So that we can get an estimate on how many brats to buy, please **RSVP to Cynthia (587-6754) by Wednesday, September 21st.**

Sunday, October 2nd, Lawrence Car Show, meet at McDonald's on 87th & I-435, 8:30 AM, This is one of our favorite shows of the year - you'll see EVERYTHING from antique, classic, foreign and unusual vehicles. Last year the TR club got 2nd place at the show for our club's participation. Let's get a 1st place in 1994! Point Person: Gary Davis 441-2733

Saturday, October 15th,, Jamesport & Gallatin Tour, meet at Winstead's , Liberty, MO, Hwy 291 & 152, 10:00 AM, Come join us for a day of exploring the antique and arts & crafts shops up in Amish country. We'll eat lunch at McDonalds' Tea Room in Jamesport. Our trip will start from the same place in Liberty as the cruise night the club attended in August. Point Person: Dick Woody 781-1870

Saturday, October 29th, Annual Chili Supper, 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 event for the second year in a row! We need some chili chefs to volunteer to make the main dishes (club will help offset costs).....so if you have a favorite family recipe why not share it with the rest of us.....Please **BYOB**, a side dish and **RSVP to Woody or Nanci at 523-8356 by October 25th.**

Saturday, November 12th, Annual Dinner at Woodside Racquet Club, 2000 W. 47th Place, Westwood, KS, Social Hour 7:00 PM -Dinner 8:00 PM , Help celebrate your club's successes by coming to our annual dinner. Bring your scrapbooks and photo albums so we can reminisce of the good times gone by..... John Mass will lead a command performance in TRivia so come prepared (for anything!). As always this will be an enjoyable way to close out the year. See the enclosed notice and **make your reservations by November 6th.**

Send in your membership dues! Keep your membership current in KC Triumphs by sending in your annual dues now (or drop off at the club's tent at the All British Meet). We begin our membership year in September and your membership will be good until September 1995. *Please make your \$12 check payable to KC Triumphs and mail to: Melanie Hoch, 3021 Tutbury Town Road, Topeka, KS 66614*

Past Event Round-Up

Camping at Weston Bend State Park - What a great success.....It started Friday night ("boys' night out") when the boys (they'll remain nameless) of the club established our base camp in Weston. After all that work we were hungry & thirsty (not necessarily in that order) so we trekked into town and enjoyed Black & Tans, sandwiches and Irish tunes at the American-Bowman Pub. Back at the base camp the festivities continued into the wee hours those of us who can remember swear we had a great time. Saturday morning dawned bright and early (too early for me) with veteran campers Frank & Connie Andrews arriving in their loaded to the max TR3. The rest of the fearless group arrived by noon and after setting up the tents we went on expedition.....McCormick's Distillery, the craft/antique shops, and the local wineries. That night we fired up the grills and cooked our feasts - steaks, potatoes, onions, beans & more.....(ever notice how the food always tastes so much better when you're in the great outdoors). As the sun set Frank & Connie baked us peach cobbler which was enjoyed with ice cream (yeah we really roughed it)..... Thank you Randy & Ann Adkins for a great time!

Drive to Lake Perry/Apple Valley Farm - After driving the back roads through Leavenworth and around Lake Perry the KC Triumphs met up with the Topeka British Car Club at Apple Valley Farm where we all enjoyed the buffet. After dinner several members were entertained by the local production of "Bootleg Baby" presented in the Barn Theater. This event was the maiden trip for Randy Adkins' 1967 GT6 and he can be right proud..... For someone who less than a year ago didn't know the difference between a rocker arm and an "A" arm, Randy sure has come a long way. That car just buzzed right along. A BIG thanks to Melanie & Charlie Hoch for arranging such an enjoyable day.

Sonic Drive-In & Movie Night - It was right out of the 1950's. After cherry limeades, tater tots, and burgers, we cruised on over to the Twin and watched the lasted Schwarzenegger action film - "True Lies" and the comedy "It could Happen to You". You couldn't ask for a better evening. A **BIG** thanks Bernie & Suzanne Hoff for making the arrangements.

Positions Available

This is your chance to really get involved in your club as a new Board of Directors will be elected at the Club's Annual Dinner. Positions require minimal amount of time yet provide maximum satisfaction. (Besides you get to see the club from the inside out.) If interested, talk with any of the current Board Members.

Kansas City Triumphs OFFICERS

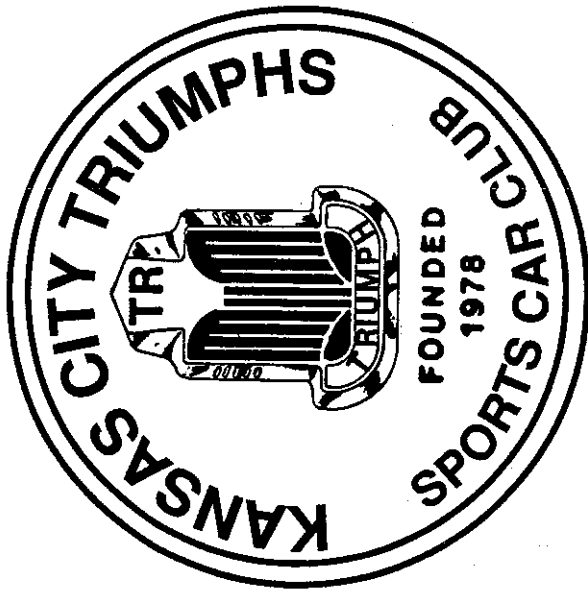
Director	Jim Brady / Cynthia Yin.....	816 587-6754
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Membership	Margaret Luthy.....	913 649-8737
Historian	Paul McBride.....	913 441-0499
Technical /Editor	Gary Davis.....	913 441-2733

Director's Notes

Living north of the river but working south on 83rd and Ward Parkway requires me to drive across town. It's an enjoyable commute that provides a variety of scenery. I've seen the downtown and Plaza area skylines grow, the Southwest Blvd. businesses drown in the flood of 1993 and the annual renovations of the Ward Parkway mansions. On these recent cool mornings I often catch sight of a lone British sports car on the road ahead. I drive like a madman to catch up and see who it is and what they're driving. Last week under the shade of the Ward Parkway maples I enjoyed the sights with an MGTF (still haven't decided which was more attractive, the car, or its driver). This past Friday fellow club member Charles Van Middlesworth navigated the I-35 traffic in his pale yellow TR6. And this morning a topless cream-white TR3 joined me on Southwest Trafficway. Against our sculptured modern autos the "3" looked out of place with its guppy-like body and tall thin (15X155) tires. Those old tires did their job though, as I had a tough time keeping up with that nimble machine as she dipped & tucked, in & out of the traffic openings; her driver grinning like a Cheshire cat the entire time. At the occasional stop light I caught my fellow commuters longingly staring at that pretty beast.....I could almost hear them saying....."I used to own a British sports car.....", and then thinking....."wish I still did....."

- Jim

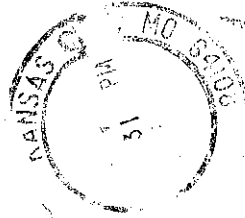
Note that despite what the KC Star indicated, you did not have to be registered for Kansas City All British Car & Cycle Meet this Labor Day Weekend by August 14th.....you can register the day of the event. If you are a new member of the club and have never been to this show, you have to attend. There will be 50+ Triumphs & several hundred other marques. Come join us this Saturday at the KCI Marriott Hotel.



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Volume XVI - Issue ~~10~~ 6
November - December 1994

3021 Tutbury Town Rd.
Topeka, KS 66614



PAUL & MARGARET McBRIDE
22714 W 51ST ST
SHAWNEE, KS 66226

DUES PAID - YES

I'd rather be driving my Triumph

New Members

Welcome to our newest members. Please join us for some TeRRiffic fun.

John & Gaylene Black II
917 W. Broadway
Columbia, MO 65203
(314)449-0616
1979 Spitfire

Ross & Michelle Piacenza
7585 NW Bridleparc Lane
Kansas City, MO 64152
(816)741-5388
1956 TR3

Larry & Joan Taylor
632 West 67th Street
Kansas City, MO 64113
(816)523-5076
1960 TR3A

Danny & Wanda Pawling
8695 SW State Route O
Clarksdale, MO 64430
(816)393-5419
1977 Spitfire

Frank & Toni Fitzgibbon
421 NW Briarcliff Ct.
Kansas City, MO 64116
(816)452-2383
1978 Spitfire

John Horstman
604 W 6th, Apt D
Sedalia, MO 65301
(816)827-5530
1979 Spitfire

Robert & Sue Baslock
14836 Summertree Lane
Olathe, KS 66062
(913)782-3487
1978 Spitfire

Gary & Carol Lien
11523 Ruggles Street
Omaha, NE 68164
(402)496-1929
1973 GT6

Steven & Linda Geiger
RT. 1, Box 81
Lexington, MO 64067
(816)240-8460
1961 TR3A

Randy & Debby Grassmeyer
P.O. Box 104
Holdrege, NE 69949
(308)995-4841
1974 Spitfire

Dana & Marilyn Maryott
9945 Westgate Lane
Lenexa, KS 66215
(913)492-6268
1979 Spitfire

Larry & Gloria Meredith
13208 W. 75th Terrace
Lenexa, KS 66216
(913)268-6333
1961 TR3A, 1967 TR4A
1964 TR4

A complete club roster will be in the January Newsletter.

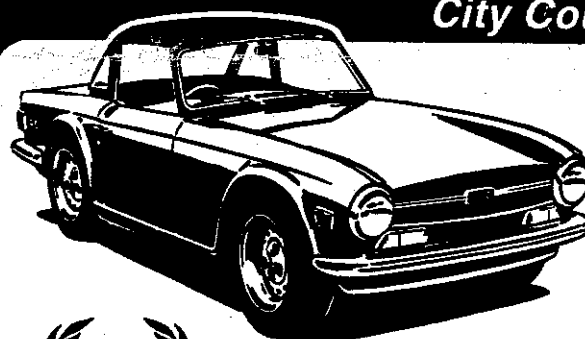
Classifieds

For Sale

1966 Spitfire & Parts Car Call Harvey Simpson at (816)524-7046
1968 GT6 Rebuilt engine, good interior, wire wheels, needs clutch work. BO over \$1500.
Call Tom Newcomer at 631-5541
1976 TR6 White w/ tan interior, redlines, 16K one owner miles, excellent condition, BO. Call Lonnie Bathurst at (217)324-2044 (Illinois)
1977 TR7 Still "the Shape of Things to Come" - five speed coupe (this one's no hair dresser's car!) 69K miles, cold AC, dependability w/ character \$1995[offers? or partial trades (Cushman scooters?) considered]. Call John Maas 452-9097

Wanted

TR3/4 Engine Crank Call Jim Brady 587-6754



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Sunbeam Alpine & Tiger	

Mazda RX7
Datsun Z-ZX

Chevrolet Truck 1947-1966
Chevrolet Truck 1967-1972
Chevrolet Truck 1973-1987

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1976 Triumph TR6

Symbolizing the twilight of the British sports car's reign

By John Matras

The hood is narrow, much more so from the driver's seat than when viewed from outside. The edges are emphasized by the slim fender ridges, sharp as exclamation points. The passenger sits only an elbow's nudge away. This, for a 1976 model, seems like an old car. But then it is. The TR6 has a heritage, a legacy or—if you will—a burden dating back to the TR2. And while the gutsy TR2 blew the suicide doors clean off an MG-TD, by the 1976 model year the TR6 was competing with the likes of the Datsun Z and Triumph's own TR7.

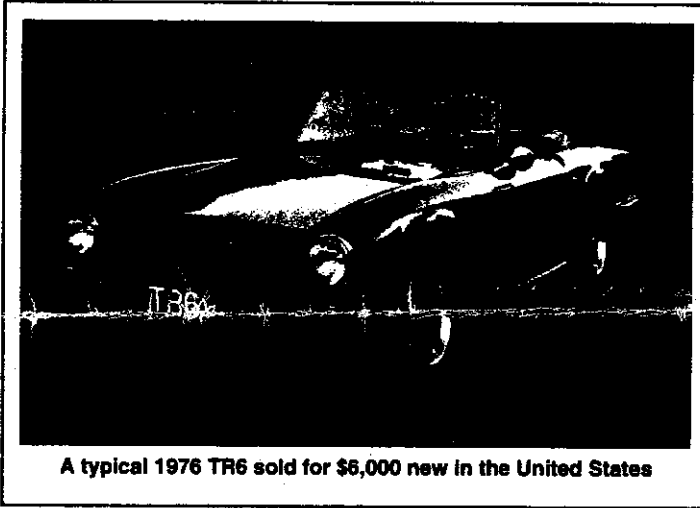
The TR6 was the final incarnation of the trusty if musty design. Debuting in the 1969 model year, the TR6 continued with the 2.5-liter inline six that had turned the TR4 into the TR250. But to freshen the aging Michelotti styling of the 4-series Triumphs, Leyland turned to Karmann of Osnabruck, the West German firm well-known for its work for Volkswagen, Porsche and BMW. Michelotti had been unavailable—busy on another project for Leyland—but the British firm could not have hoped for better results.

Karmann gave the sports car what has been called a Kal Kustom treatment, removing excesses and simplifying the design. The frog-with-eyelids headlamps of the TR4 were integrated into the front fenders of the TR6 and the hood was shaved. A new single-bar grille replaced a busier predecessor. The tail was given a neat Kamm-style chop—though undoubtedly to negligible aerodynamic effect. Yet the hard points and center section were unchanged. It was a new look for relatively few pounds sterling.

The chassis was unchanged, saving even more development costs, keeping the double A-arm front suspension and independent semitrailing-arm rear layout inherited from the TR4A. Yet the big, old pushrod six is mounted well back in the chassis, giving an almost ideal 51/49 front-to-rear weight distribution. But that didn't yield phenomenal skidpad figures.

Shod with 185/15 radials, the TR6's 0.68g lateral grip was less than some contemporary sedans of not particularly sporting configuration. However, the engine setback did steal some room from the passenger compartment.

Thus the TR6 feels even older than the 1976 model year suggests.



A typical 1976 TR6 sold for \$6,000 new in the United States

JOHN MATRAS PHOTO

On the other hand, this particular TR6, owned and restored by Bob Lear of Stroudsburg, Pa., comes to life with a guttural snarl. The six has always had a reputation as a torquer rather than a twister, and anyone expecting the easy rpm of a Fiat twin-cam will be disappointed. Yet even though de-smogged to 104 hp—down to 101 hp at 4900 rpm for 1976—the 2498 cc undersquare six still produced 128 lb ft of torque in its final year. For the rest of the world, not limited by a 7.5:1 compression ratio and equipped with (reportedly troublesome) Lucas fuel injection, the engine made half again as much horsepower, but even that slipped to 124 hp by the end. Had only catalytic converter technology been available earlier.

Weight for the TR6 is quoted from 2400 to 2600 pounds for the later years, and 0-60 mph in more than 12 seconds was adequate, if not outstanding, for a sports car. Funny, but it feels faster than the numbers suggest. The clutch is crisp and the shifter for the four-speed manual (overdrive optional but not on this car) has well-defined if longish throws.

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Handling is no doubt worse as a result of raising the TR6 to meet headlight height requirements. Another injustice was the addition of huge, black overriders to the front and rear bumpers in 1973 to meet federal bumper laws. Wind buffeting is dreadful compared to modern shapes that direct airflow instead of just standing in its way.

Still, driving with the top down is the only way to go. Lear sprayed this TR6 a classic British racing green, changing the hideous mustard endemic in the '70s (old refrigerators, stoneware, etc.). Sitting back by the rear axle and sighting down that long—if narrow—hood on a summer evening ride through the back-road twisties, heel-and-toeing for the corners, booming off the bends with the torque of six cylinders and finding a rhythm in the road is truly a delight in the TR6. You don't have to be at 10/10ths all the time.

Quality suffered especially toward the end of the TR6's reign which, due to its length, gave the TR6 the greatest production volume of the TR2 through TR6 models, though it never sold at the rate of its predecessors. Toward the end it had already started to become a rolling anachronism, a slightly more modern Morgan, something that Leyland at least subconsciously recognized when it changed the simple outline block letter "TR6" decal (a la Pontiac GTO) on the rear fender to one incorporating the British Union Jack. It's not nice to play with our emotions like that.

Ironically, the TR6 makes a better vintage car now than it made a new car when it was, well, new. It's something that nudges your memory and meets, nostalgia's narrow requirements. It's an old car, but now it should be. ■

CONVERSION TO NEGATIVE GROUND

Dave Burnell, Member #0346
SCTOA Newsletter, Dec. 1985

With additional information by Bill Sohl
VTR President

Is conversion of a TR-2, 3 or 4 to negative ground a worthwhile thing? If you are a purist, probably not. But if you want to install any of the contemporary auto electronics such as AM/FM Cassette player, Radar detector, or CB Radio it is the easiest way to go. True, you could use a power inverter, but you must carefully consider the total power requirements that would be placed on it.

Some of the more exotic and powerful automotive sound systems easily need 80 to 100 watts of power. Power inverters to provide that amount of power do not come cheap. An easier way is to convert the TR's positive ground system to negative ground.

The conversion is straight forward and requires just a little time. There is, however, one technical drawback. Once done, it will take an additional few thousand volts to fire the spark plugs. This is because the electrons will now be flowing from the cool side of the electrode and not the hot center electrode where electrons can be "pulled" off with a lower voltage. This should present absolutely no problem to the car unless the existing coil is already on its last legs. If it was a problem, the factory wouldn't have converted to negative ground with the introduction of the TR-4A which uses the same ignition systems.

If you are ready to convert, just use the following simple steps. In the event that you decide to convert back at a later date, the process is fully reversible.

1. Disconnect the ground (positive) cable from the battery.
2. Disconnect the negative cable (the one that goes to the starter solenoid) from the battery.
3. Rotate the battery 180 degrees.
4. On the ignition coil, reverse the connections so that the positive (+) terminal is connected to the wiring harness lead and the negative (-) terminal is connected to the distributor.
5. Behind the dash panel, unscrew the knurled nut holding the retaining bracket for the ammeter. Pull the ammeter forward. Slide the push-on connectors off and reconnect them in the reverse of how they were connected before. Reinstall the ammeter.
6. Reconnect the battery cable from the starter solenoid to the positive terminal of the battery.
7. Reconnect the ground cable to the negative terminal of the battery.
8. **STOP, IMPORTANT**, the next two steps cover polarizing the generator. This insures that when you start the car, the generator output is not opposing the polarity of the now reversed battery.

9. Disconnect the lead from the wiring harness to the field winding connection of the generator (the smaller of the two connections).
10. Obtain a piece of insulated wire that is long enough to reach from the positive battery terminal to the field winding connection of the generator. Connect one end, or have a friend hold it in contact with, the positive battery terminal. Take the other end and momentarily touch it to the generator field winding several times. Unless it is particularly bright out, you should be able to see a small spark each time you do it.

Congratulations, you now have a negative ground car and can install any of the many neat and wonderful gadgets now available. Some of you may be inclined to ask, "What about the starter motor and the other gauges?"

Electrically, the starter is a series wound motor. Series wound motors always turn in the same direction regardless of the polarity of the DC power presented to them. Of the other gauges, only the temperature gauge in TR-4's and the fuel gauge in TR-2/3 and 4 are electrical. They actually rely on an internal heating element to heat a bimetallic strip that then provides the motion that moves the respective gauge's needle. As such, the gauges' internal heating element is also insensitive to polarity. If you think about that for a moment, you will realize that is why those gauges take a few seconds to return to their off positions when you kill the ignition switch. It takes those few seconds for the heating elements to cool off.

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1976 Triumph TR6

Symbolizing the twilight of the British sports car's reign

By John Matras

The hood is narrow, much more so from the driver's seat than when viewed from outside. The edges are emphasized by the slim fender ridges, sharp as exclamation points. The passenger sits only an elbow's nudge away. This, for a 1976 model, seems like an old car. But then it is. The TR6 has a heritage, a legacy or—if you will—a burden dating back to the TR2. And while the gutsy TR2 blew the suicide doors clean off an MG-TD, by the 1976 model year the TR6 was competing with the likes of the Datsun Z and Triumph's own TR7.

The TR6 was the final incarnation of the trusty if musty design. Debuting in the 1969 model year, the TR6 continued with the 2.5-liter inline six that had turned the TR4 into the TR250. But to freshen the aging Michelotti styling of the 4-series Triumphs, Leyland turned to Karmann of Osnabruck, the West German firm well-known for its work for Volkswagen, Porsche and BMW. Michelotti had been unavailable—busy on another project for Leyland—but the British firm could not have hoped for better results.

Karmann gave the sports car what has been called a Kal Kustom treatment, removing excesses and simplifying the design. The frog-with-eyelids headlamps of the TR4 were integrated into the front fenders of the TR6 and the hood was shaved. A new single-bar grille replaced a busier predecessor. The tail was given a neat Kamm-style chop—though undoubtedly to negligible aerodynamic effect. Yet the hard points and center section were unchanged. It was a new look for relatively few pounds sterling.

The chassis was unchanged, saving even more development costs, keeping the double A-arm front suspension and independent semitrailing-arm rear layout inherited from the TR4A. Yet the big, old pushrod six is mounted well back in the chassis, giving an almost ideal 51/49 front-to-rear weight distribution. But that didn't yield phenomenal skidpad figures.

Shod with 185/15 radials, the TR6's 0.68g lateral grip was less than some contemporary sedans of not particularly sporting configuration. However, the engine setback did steal some room from the passenger compartment.

Thus the TR6 feels even older than the 1976 model year suggests.

Cranking the steering wheel at slow speeds is a chore and the wheel's rim is skinny and hard. The wheel is set noticeably high. The rack-and-pinion system gets easier at speed, but bumps in the road keep the driver busy countersteering the effects of suspension travel.

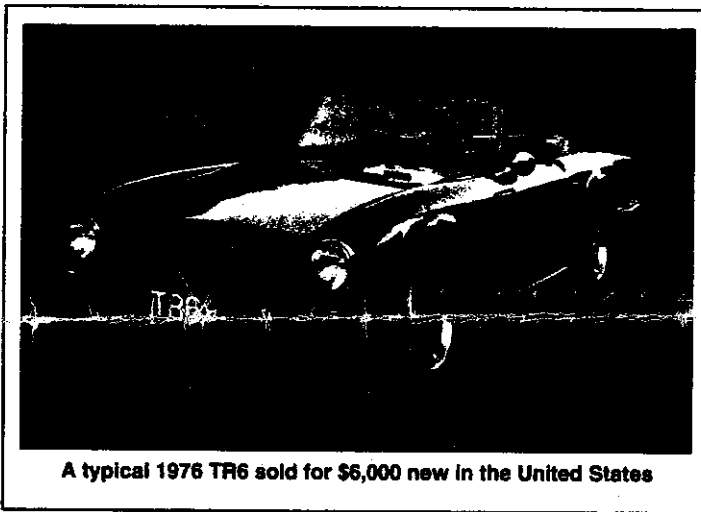
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A typical 1976 TR6 sold for \$6,000 new in the United States

JOHN MATRAS PHOTO

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Adventures in (Brake) Lighting TR4-8, Spitfire & GT6 from '62-'80

It should have been so easy...

It wasn't rusted. It was clearly visible. (Well, almost.) It was only held on with one large nut. It was a simple electrical switch. Well, I'm here to warn you about...the BRAKE LIGHT TRAP.

In the beginning, there was light. And then there wasn't. That's when I bought a new switch. Sure, it was buried up in the driver's footwell...not my favorite place to work. It's tiny in there, painful to get into and hot when you take a drop light with you. Tools roll off your stomach and out of sight or reach. Other than that, it just causes me to hyperventilate. The old switch, a Delco, came out easily with a 3/4" open-end wrench.

The new one went in easily, too. It just didn't work.

The switch is a hard plastic box with a round, threaded shaft for mounting to the bracket behind the brake pedal. The spring-loaded button inside the shaft rests on the brake pedal arm. Step on the brake pedal, the button comes out and the switch turns the lights on. It kind of works backwards to logical mechanical thinking; usually PUSHING a button turns something on.

The problem seems to be this: The threaded shaft is plastic, the nut is metal. Because of the difference in hardness of the two materials, it's easy to get the nut cross-threaded. (Especially since you can't actually SEE this procedure. It's hidden by the brake pedal arm.) The first switch I put in was none-too-smooth-working outside the car. The nut was snug around the threads to begin with, and when it was tightened even halfway up, it hung up the button that activates the switch. So, the switch worked when it wasn't installed; didn't work when it was. I love car work.

So, back to Victoria British for a second new switch. They carry this switch made by two different manufacturers under the same part number, and you want the one made by Beck/Arnley. Their button works more smoothly than the first one I bought, the nut goes on with less effort, and success is much more likely. Warning: Just BARELY snug the nut up to the bracket or you may over-tighten even with this brand. Then you just bend the bracket against the brake pedal arm as necessary to get the switch to activate the lights when it should. There's only about 1/4" of travel in the arm at that point, so adjustment is critical.

So, that's my advice. Get the right brand of switch. Take the nut with you to see how easily it fits on the switch you're buying. Install it with a light touch. Live right. All that together may bring you the success you seek with English electrical work.

- Pat Fischer

For you advanced planners the 1995 Vintage Triumph Register National Convention will be hosted by the Illinois Sports Owners Association and will be held July 26-29 in Rockford, Illinois.

Watch the Run on Wheels column in the Wednesday & Saturday Kansas City Star for news on all club events.

Upcoming Events

Saturday, November 12th, Annual Dinner at Woodside Racquet Club, 2000 W. 47th Place, Westwood, KS. Social Hour 7:00 PM - Dinner 8:00 PM - You still have time to make reservations for our annual dinner. Come join the fun and bring your scrapbooks and photo albums so we can reminisce about good times gone by..... The Roadster Factory has donated some great prizes for the TRiVIA game so start studying but first RSVP to Ann Adkins at 816/587-2242.

Wednesday, December 14th, 6:30 PM, Club Night Out, Longbranch Saloon, 500 Nichols Road, Plaza Area - This is the time of year to see and be seen at the Plaza. Come join us for a burger and beer. After dinner we'll take a sleigh ride tour the Plaza Lights. Point Person: Randy Adkins 587-2242.

Technicalities

This is *not* a paid advertisement, but I hope it will be a valuable referral to a supplier that offers very unique and quality products. The company I recommend is *The Eastwood Company* at 580 Landcaster Avenue, Box 3014, Melvern, PA, 19355-0714. In case you're not already aware of their offerings, they specialize in Auto Restoration Tools and Techniques. Before you automatically decide that they are only interested in America Iron, I want to give you a few examples.

Page 6 of their Winter Sale catalog offers Detail Silver Paint for Wire Wheels. This is the correct "warm silver" for wheels used on *MG, Triumph, Austin Healey, and Jaguar*. This is how they advertise this paint! Price is \$6.95 for the 12 oz. can. Sounds fair to me especially for the correct color to make your wheels look great.

There are hundreds of products shown and I really cannot list them all, but here are several you might be interested in. Butting supplies and kits for stainless, aluminum and brass trim or plastic lenses. Sandblasting cabinets and equipment. Stainless steel for coating iron exhaust manifolds (this a great stuff!). High temperature exhaust pipe coatings and zinc coatings for fuel tanks. All types of body working tools and materials. Page 99 shows their HVLP paint system spraying British Racing Green on the bonnet of an early *Spiritfire!* They offer all types of interior restoration supplies and tools and handbooks on techniques like steering wheel restoration.

How about a pair of radiator fin pliers to help straighten out that damaged radiator? I know they really work because I have a pair! They offer polishing kits for glass and vinyl windows. Page 132 shows a Water-Jet brush for washing wire wheels (chrome shown of course). Their car cover advertisement features a Mini station wagon! They also offer DIY plating kits for Black Oxide, Tin-Zinc, and Cooper.

The great thing about Eastman's products is that they are made for this company and are not just standard products off-the-shelf. The prices are reasonable and the quality is excellent. This is not imported junk! And the best news is that the catalogs are FREE! Just call 1-800-345-1178 and request one for yourself. They also offer gift certificates.

I hope this is of interest and may be valuable to you when beginning those winter projects on the TRUMPH.

- Gary L. Davis

Past Event Round-Up

KC All British Car & Cycle Show, The organizing and planning of the All British Committee, led by Steve Dupus, paid off with another successful show. This year the Triumph Club was responsible for organizing the Driving Tour and Funkhana events. Special commendations go to club members Woody Underwood, Nanci Maloney, John & Nancy Maas, Bernie & Suzanne Hoff, Dawna Adams-Davis and Cynthia Yin for their hard work & time in supporting our club's responsibilities. Our club had a strong showing in the "Peoples Choice" voting with several members taking home plaques & ribbons:

TR2/3

Larry & Joan Taylor - 1st
Mark & Vicki Canaday - 2nd
Gary & Dawna Davis - Hon. Men.

Spitfire/GT6

Ron & Elaine Sasso - 2nd
Jan & Karen Berry - 3rd
Ricci & Marice Ballesteros - Hon. Men.

TR4/4A/250

Bernie & Suzanne Hoff - 3rd

Stag/TR7/8

Jim Brady & Cynthia Yin - 1st

TR6

Roger & Carol Hurst - 1st
Kaye Perkins - 2nd
David & Robin Mackintosh - 3rd
Dick & Ann Woody - Hon. Men.

Other Classes

Phil & Rosalie Pitts - 1st (MG Magnette)
Charlie & Melanie Hoch - 3rd (MGA)
David Perkins - 1st (Morgan)
Bob & Esther White - (Jaguar)
Dick Woody - 2nd (Triumph Motorcycle)

Randy Adkins was awarded the Club's Traveling Trophy for the highest placing active club member in the Autocross. Congratulations to all. Thanks to the Maases for starting a new a new tradition and providing the trophy. For every club driving event, the trophy will be passed on to the new winner.

Annual Triumph Club Picnic, Wyandotte County Park - We started the day, under cloudy skies, with a 60 mile time, speed, and distance rally that covered some of the lesser travelled roads in Wyandotte and Atchinson Counties (Paul & Margaret McBride got lost and saw more of the counties than the other participants). We ended the day, still under skies, but full of good food and socializing. In between we added up the scores and discovered we have some budding rallyists among us..... Woody Underwood & Nanci Maloney drove off with the gold (The Club Traveling Trophy).

Lawrence Car Show - You never know what you'll see at this show, and this year was no exception. For in between the Packards, Studebakers and Hudsons was a 1949 Ferrie M166 and an 1954 Allard J2. We took in the sights & smells and then had lunch at Free State Brewery.

Jamesport & Gallatin - Shortly after leaving Liberty our group got split in two but we all managed to meet up McDonald's Tea Room in Gallatin for lunch. From there we set out to explore the antique and arts & crafts shops up in Amish country. A big thanks to Dick & Ann Woody for an enjoyable trip.

Annual Chili Supper - The place to be October 29th was the gorgeous Maloney-Underwood residence! Good food, good friends, and Triumph talk...what else could you ask for? (maybe a little water...some of that chili is *hot!*) thanks to everyone who brought the great eats and to Woody and Nanci for their hospitality.

Kansas City Triumphs **OFFICERS**

Director	Jim Brady / Cynthia Yin.....	816 587-6754
Assistant Director	Randy Adkins / Ann.....	816 587-2242
Secretary/Treasurer	Melanie Hoch / Charlie.....	913 478-3799
Publicity	Cynthia Yin.....	816 587-6754
Newsletter Editor	Jim Brady	816 587-6754
Membership	Margaret Luthy.....	913 649-8737
Historian	Paul McBride.....	913 441-0499
Technical Editor	Gary Davis.....	913 441-2733

Director's Notes

Well, they say that the wife always likes to get the last word in and Jim has writer's block, so here's my chance! I notice that we have a bumper crop of new members. Welcome! We look forward to seeing you at upcoming events. Speaking of events, we could use some new ideas, so start thinking about things to do and places to go to (with nice curvy Triumph roads along the way) in '95.

As the last few weeks of being club director come to a close, Jim and I would like to thank all of you for your friendship and support. I would especially like to thank Ann & Randy, Melanie & Charlie, Dawna & Gary, Margaret & Paul, Nancy & John, Ann & Dick, Suzanne & Bernie, Margaret & Dick, and Nanci & Woody for all of your help, advice and hospitality these past two years. We've enjoyed our years as officers and are ready to enjoy many more as active members. See you at the dinner!

- Cynthia Yin

This may be your last newsletter!

If your mail label on this newsletter has a DUES PAID - NO on it, your name will be dropped from the club roster after this issue. Keep your membership current in KC Triumphs by sending in your annual dues now.

*Please make your \$12 check payable to KC Triumphs and mail to:
Melanie Hoch, 3021 Tutbury Town Road, Topeka, KS 66614*