

KC TRIUMPHS

QUESTIONS?

Your Club Officers:

| | |
|-------------------------|---------------------------------------|
| Director | Randy & Ann Adkins 816 587-6754 |
| Assistant Director | Jay & Laura Smith 816 468-8483 |
| Secretary/ Treasurer | Bernie & Suzanne Hoff 816 941-0820 |
| Publicity | Cynthia Yin 816 587-6754 |
| Newsletter Editor | Jim Brady 816 587-6754 |
| Membership | Margaret Luthy 913 649-8737 |
| Club Historian | Paul McBride 913 441-0499 |
| Technical Editor | Gary Davis 913 441-2733 |

Director's Notes:

1 995 has brought new board members to the club. We are buckling in for our director positions and hope to bring the same enthusiasm as shown in previous years. Many club members have shared with us new and exciting ideas for events and activities for 1995. If you have any, please share them at the annual Planning Session on Friday, February 3rd at Zarda Bar-B-Q or give us a telephone call.

As the new year rolled in so did the weather Triumph owners have grown to despise. Looking on the brighter side, the cold and slush gives us time for maintenance and restoration which British car owners are all too familiar with. Hopefully our GT6 will make it off the jack stands and out of the garage with the arrival of spring.....we hope!

- Randy & Ann

1995 PLANNING MEETING !

FRIDAY, FEBRUARY 3, 1995
ZARDA BAR-B-Q
87TH & QUIVIRA, LENEXA KS

6:00 PM EAT

7:00 PM MEETING

TEN YEARS AGO

by Paul McBride

F all 1984 marked the 1st KC tour to the St. Louis All British Car Show. The 7:00 AM gathering brought out 3 MGAs, 1 Morgan, 1 Bentley, 3 TR3s and 1 TR6. The long drive (slowing the pace for the vintage Bentley) culminated with a great party and dancing at the local hot spot. Herb Moore broke out the "buckets" and we merried on until the wee hours.

The next day show at the Museum of Transportation produced a number of KC winners: Bob Hurt - 1st place MGAs, Paul McBride - 1st place TR3s, Rick Torres - 2nd Place TR3s, Bob McBean - 1st place TR6s, Bob Pfifer - 1st place Spitfire/GT6, and Ray Huffman - 1st place Rolls Royce/Bentley.

The annual dinner at V's restaurant was attended by 30 some KCTers. Triumph memorabilia, books, models, sales lit., dash plaques, etc. were on display along with slides and badges/logos of the ORIGINAL KC Triumph Sports Car Club (circa, early 60's), courtesy of Rick Torres.

Board of directors for a 2 year term were announced: Director - Gary Davis, Assistant Director - T.R. Wilson, Sec/Tres. - Bob & Marlyn McBean, Newsletter Editor - Richard Peak, Calling Committee - Warren Wood, and Past Director - Paul McBride.

On another subject of historical interest, I noticed with sadness the passing Dec. 1, 1994 of Dr. Leland Speer. Although not a member of KCT, he was a great friend and enthusiast of the British car scene. Leland owned, restored, maintained, and drove many Rolls Royce's. He began his hobby well before prices went out of sight. In 1957 he bought a 1926 Silver Ghost for \$6000, and then added more than a dozen cars to his collection.

He was a genuine enthusiast who was quite eager to share his passion with others. I remember well the "Fathers Night" at an elementary school in KCK when he presented a fascinating slide/lecture on the Rolls Royce. My kids were students, and although I had something to do with Leland's appearance, I didn't anticipate the success of that PTA meeting!

The Speers lived in a grand old house across the street from Wyandotte High School, and when I walked to school many years ago (Leland's son Robert was a classmate) I often encountered automotive exotica....Lancia, Jaguar 3.8, Rolls, parked curbside.

In 1982 when I was chairman of the 1st KC All British Car Meet a phone call brought Leland out with one of his magnificent Rolls Royce's. His cars were never over restored but the Silver Ghost was valued in 1982 at \$140,000.

Put a Triumph in your day!

"CHUTE - OUT" in CHANUTE

(aka The Healey Challenge)

ADVANCE NOTICE

The second annual Chute-Out is scheduled for May 20th & 21st,

Start tuning your cars for the Clocked Speed Run!

This year the TRs beat the AHs!

UPCOMING EVENTS

1995 Planning Meeting, February 3, 7:00 PM Zarda Bar-B-Q, 87th & Quivira, Lenexa, KS 6:00 PM for supper, 7:00 PM for meeting. Bring your day planners and event suggestions.

Club Night Out, Wednesday, February 15th, 6:30 PM., KC Masterpiece, 4747 Wyandotte (Plaza Area) Come join us on the Plaza for some traditional KC barbecue and good triumph talk.

Soup & Stuff Social, Saturday, March 18th, 6:30 PM, Paul & Margaret McBride, 22714 West 51st Shawnee, KS. Paul & Margaret have graciously offered to host this annual social gathering in their lovely home. Over the years we've realized TR people have two passions in life, driving TRs and eating. Even though we can't drive our cars yet, we can at least eat. Please BYOB and one of your favorite dishes. RSVP to Paul & Margaret at (913)441-0499 by March 14th

Annual Lake of the Ozarks Trip, June 16th-18th. Two changes will occur with this annual event. First, we will be going to the lake on the third weekend in June (not the traditional 2nd weekend) and secondly, we will be staying at a new location. The Holiday Inn passed the tough inspection of several of our female club members who stayed there this past fall while Christmas shopping at the outlet mall. The cost is a little higher (\$83/night) than last year but the accommodations are much nicer! Street level parking and rooms are available but make your reservations early by calling the Holiday Inn at: 800-532-3575(instate) or 800-Holiday. Be sure to mention that you're with the KC

Triumph Club. More information & brochures will be available at the planning meeting....

1995 VTR National Convention, July 26th-30th, Rockford, Illinois. If you're planning on attending this convention then make your hotel reservations now as only 150 rooms are blocked at the host hotel, Clock Tower Resort, 1-800-358-7666 (VTR rate is \$70/night). The overflow hotel is the Ramada Inn, 1-800-383-7829 (\$59/night). A national convention won't get much closer to KC than this..... so let's have a good showing of KC Triumphs at this show. We'll publish additional information as it becomes available. To get an official registration form, contact convention chairpersons: Ann & Tim Buja, 1173 Butler Road, Rockford, IL 61108-4702, or (815) 332-3119 before 10 PM CT.

Thanks for the Support!

Pat Fischer extends a heart felt thanks to the club and its members for all the support, help and encouragement these past several weeks. For those of you not in the know, Pat broke her leg in several places a couple of days before Christmas. She's home convalescing and having the competition clutch in her TR250 changed to a standard setup.

PAST EVENTS

Annual Dinner, Woodside Racquet Club - Great food, friends and entertainment, what more could you ask for in an evening? After a social hour and delicious dinner, John and Nancy Maas entertained us with their TRivia. Last year this proved to be so much fun we asked them for an encore presentation! Thank you John and Nancy for the fun and

laughs! Also a big thanks to The Roadster Factory and COVA for providing the awards, Woody Underwood and Nanci Maloney for reserving the Woodside Racquet Club facilities and to Ann Adkins for coordinating the event. Trivia winners were: **Know It Alls:** Dave Macintosh, Woody Underwood, **Experts:** Larry Birk, Gary Davis, **Enthusiast:** Randy Adkins, Ann Adkins, **Honorable Mention:** Joan Taylor

Plaza Sleigh Ride, Club Night Out at the Longbranch Saloon - We had a great turn out for burgers and drinks at the Longbranch. After dinner, 15 club members and a few guests braved the cold and toured the Plaza lights by a horse drawn limousine carriage. This is the second year for this event and it has proven to enhance the holiday spirit!

CLUB PARTICIPATION

The club is implementing a scheme to encourage and reward participation in our events. During 1995 you can sign up for "Participation Points" each "official" club event. At year end we'll tabulate the points, determine our winner(s), and have an awards presentation. Several categories of winners are expected. You'll get two points for attending an event, an additional 5 points if your Triumph makes it to the event and a whopping 10 points for sponsoring an event. More details at the Planning Meeting so come on out and start earning them points!

NEW MEMBERS

Greg & Lynn Virant
12404 Cottonwood Lane
Springfield, NE 68059
(402)253-2940, TR6

Larry & Kathy Dickstein
8501 East 57th Street
Kansas City, MO 64129
(816)356-6053, 1960 TR3A

Michael & Sara Szabo
201 East 65th Street
Kansas City, MO 64113
(816)333-7053, 1967 Spitfire

David & Carol Harris
8250 NE 113th Terrace
Kansas City, MO 64157
(816)792-3694, 1969 TR6

City Counter





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|---------------------------|--------------------|
| Austin Healey | TR2, 3, 4, 4A, 250 |
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| Sunbeam Alpine & Tiger | |
| Mazda RX7 | |
| Datsun Z-ZX | |
| Chevrolet Truck 1947-1968 | |
| Chevrolet Truck 1967-1972 | |
| Chevrolet Truck 1973-1987 | |

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TECHNICALITIES

by Gary Davis

A new year is always a time to look forward to the start of a brand new adventure called 1995. This new milestone in man's record of time serves as a marker of the past and its relationship to today. One significant event 40 years ago was the introduction of the TR3. Only slightly changed in appearance from the TR2, it did offer the 100bhp motor and in October 1956 disc brakes were added.

Forty years is five times a normal cars expected usable life and way beyond what today's plastic boxes will be able to sustain. This raises the question of how safe and dependable is a forty year old car and should it be trusted on long trips? There is much talk of the upcoming national Triumph meet in Illinois and great enthusiasm about the event. Everyone wants to go and take their cars, but what is the best and safest way to fulfill this plan?

In the old days you would see a beat-up TR3 with no passenger seat, so the driver had a place to sleep, come rolling in on bald tyres and blowing antifreeze on the ground. The owner would spend the entire time trying to find a new radiator and buying used tyres for spares in the hopes of getting home. This is not fun and certainly not my idea of a vacation.

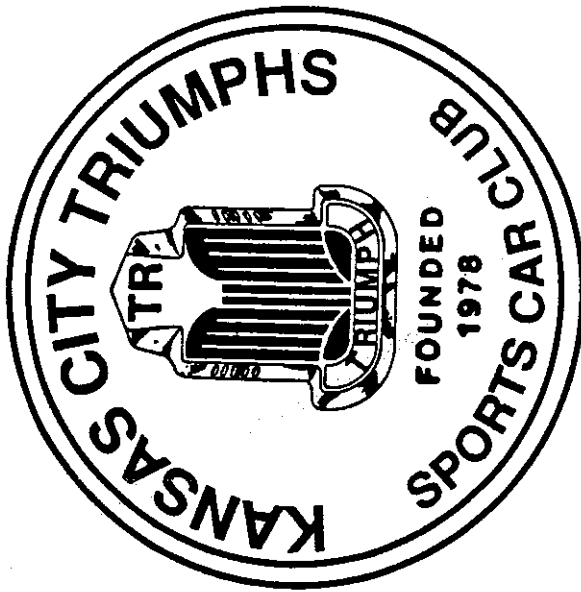
Trailer a car is a good option for several reasons. The family sedan or pickup is safe, air-conditioned and provides ample space for luggage and family. Even your dog or cat might enjoy the adventure. You probably will not need to carry as many parts or tools if you trailer the car, unless you want to help others less fortunate than yourself. You don't need an excuse to tow the car if that is your

choice. It will probably stay cleaner than driving it and there is less chance of rock chips and damage from other motorists. (Note: A diesel engine truck or car may not be a good choice, ask Larry Birks about his experience.)

The purist, of course, will drive his car no matter what the weather or how long the trip. There is something more here than just bragging rights however. It is more of a commitment to the enjoyment of classic motoring. A tribute to the men that designed and tested these wonderful little machines. They were built to be driven and that is the best compliment we can give their creators.

My own advice is that if you are comfortable with driving your car 100 miles then you should be comfortable with a trip of 500 or even 1000 miles. Highway miles are the best type of driving and actually put less stress on the brakes, drive train and suspension than city driving does. Those long hours on the highway are very good for the motor and will help remove carbon deposits in the cylinders. As long as you have good oil pressure, the mains and rod bearings will be no problem. The real question is how to get all those clothes in that tiny boot.....

Solution: Ask your friend with the trailer to stow them in his family mobile. That way you can have a great time in your Triumph.



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

*Volume XVII ---- Issue III
January - February 1995*

809 West 125th Terrace
Kansas City, MO 64145



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

I'd rather be driving my Triumph

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First Driving Event of 1995:

All British Car Display

Parkville, MO

April 22nd, 9:00 AM

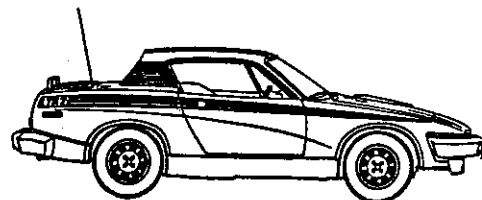
Car Show, Shopping, Fun Rally, Lunch
see upcoming events inside

Director's Notes:

Spring is just around the corner and we are getting geared up for a Triumphant 1995! Thanks to everyone who made it to the 1995 Planning Meeting at Zarda Bar-B-Q on February 3rd. Our club members suggested numerous events and activities, some are new and some are previous ones that have proven to be successful. If you were not able to make it to the meeting and have an idea for an event, please let one of the club officers know and we will try to incorporate it into the schedule.

Be sure to mark the KC Triumphs Club events on your calendar. The club participation award was kicked off at the Planning Meeting and so far we and the Maas' are in the lead. The Maas' drove the TR4 and we drove the GT6 racking up a total of 7 points each! You receive 2 points for attending an event, 5 points for driving your Triumph and 10 points for sponsoring an event. All the points will be tabulated at the Annual Dinner, November 18, and awards will be presented to the winner(s). So start those engines and earn those points!

- Randy & Ann



PAST EVENTS

Annual Planning Meeting, Zarda Bar-B-Q. Randy and Ann Adkins did a wonderful job organizing the events for the year. See the calendar for the results. The Adkins and the Maases even earned 5 extra participation points for driving their Triumphs. Each member/couple earns 2 points for attendance at an event and 10 points, if you sponsor an event. Greatest number of points wins a prize at the annual dinner. The race is on!

Club Night Out, KC Masterpiece. About a dozen club members enjoyed lip smacking BBQ at one of KC's icons. The weather was balmy so three Triumphs made it to the plaza too.

OTHER HAPPENINGS

All British Car Meet, Sunday, April 30, Factory Stores of America Outet Parking Area, Nebraska City, Nebraska. Hosted by the Nebraska Triumph Drivers this event will be held in conjunction with the 124th Arbor Day Celebration. Activities include: Arbor Day Special Events, Hot Air Balloons, Lewis & Clark Reenactment. Flea Market, Crafts & Antiques. Kite Flyers & more. \$5 registration. For information contact Bill Redinger at (402)496-2006, FAX (402)636-2695

FOR SALE

Original, new BL TR7/TR8 Parts:

CZK8356 Door Handle Seal Washers (3) \$2
 YKC1895 Gear Lever Rubber Boot \$5
 XKC3419LH Trunk Hinge \$2
 XKC3420RH Trunk Hinge \$3
 BHM7054 Rear Wheel Cyl Repair Kit (2) \$8
 GHK1028 Rear Wheel Bearing Kit \$25
 TKC6097 Anti-Roll Bar Bushes (4) \$16
 UKC9189 Clamp Ring Anti-Roll Bar \$3
 UKC3059 Anti-Roll Bar Support Brkts (2) \$24
 UKC8197 Anti-Roll Bar Bush (2) \$12
 UKC2241 Rubber Mount - Fuel Pipe (2) \$1
 ZKC742/3 Seal-Plenum Chamber (2) \$2
 XKC2972 Trim-Door Top (RH) \$20
 ZKC804 Strut Turret Cover \$1
 ZKC2582 Door Moulding (LH) \$2
 TKC5780 Ignition Lock Shear Bolt (2) \$1.50
 ZKC3210 Sun Visor Screws (3) \$1.50
 ZKC3748 Headlamp Mech Failure Label \$3
 XKC3728 Tan Seat Cover Bases (2) \$150
 XKC2538 Underbelly Panel \$3
 Prices exclude postage. Contact:
 D.J Stringer, 6309 West 153rd Street
 OP, KS 66223 (913) 681-5830

Parting Out - 1976 Spitfire, fire damaged but many good parts - rebuilt engine, new rear quarter panel (not installed), 3 new tires & more. Dell Guilliams 356-9730 after 5 pm.

1995 VTR National Convention in Rockford, Illinois

Schedule: July 26: Registration, Tech Inspections, Funkhana Pool Party
 July 27: Autocross, Hotel Rallye, Tech Session, Cookout
 July 28: Breakfast Tour, Autojumble, TSD/Fun Rallye
 July 29: Panoramic Photo, Concours, Awards Banquet

Accommodations: Clock Tower Resort 800-358-7666 (VTR rate: \$70/day)

Registration: Forms available at KC Triumph Club Events

UPCOMING EVENTS

Soup & Stuff Social, Saturday, March 18th, 6:30 PM, Paul & Margaret McBride have graciously offered to host this annual social gathering in their lovely home at 22714 West 51 Street in Shawnee, KS (see enclosed map for directions). Please BYOB and one of your favorite dishes. RSVP to Paul & Margaret at (913)441-0499 by March 14th.

Club Night Out, Wednesday, April 19th, 6:30 PM., BoLing's Chinese Restaurant, 4800 Main (Plaza Area- Board of Trade Building) Come join us on the Plaza for some of the best Chinese food in KC.

Parkville All-British, Saturday, April 22nd. The club is inviting all regional British car clubs to join us for an All British Car Display in Parkville, Missouri. We've made arrangements to display our cars beginning at 9:00 am. Afterwards we'll do a fun drive through the Northland ending our tour with a pizza lunch. Change that oil and polish that chrome - April's not too far off. For directions see enclosed map. Point Person: Randy Adkins, 587-2242.

After Taxes Wash, Wax & Tune Up, Saturday, April 29th, 10 AM. For the mechanics in the club this is a great opportunity to work on your car in a large, clean & dry garage generously loaned to the club by Kenny Hevalow, owner of K & S Construction. Bring your tools and questions as there will be plenty of free advice & help. To help keep our energy levels up, the club will supply hot dogs & pop. For directions see the enclosed map. Point person: Randy Adkins, 587-2242.

Ladies Day Out, Saturday, April 29th, 9 AM. For the shoppers in the club this will be a warm up session for the big outlet mall we'll visit at Osage Beach in June. We'll meet at the McDonalds at 87th Street & 435 in Levea. Point Person Cynthia Yin 587-6754.

All British Swap Meet, Saturday, April 30th, 9 AM to 3 PM, 14th & McGee, KCMO. Need that elusive part or want to clean out your garage? Here's your chance. No vendor or admission fees.....

Overnight trip to Arrow Rock Missouri, May 6-7. Jan & Karen Berry and Kaye & David Perkins have invited the club to their home town of Arrow Rock for an over night camping trip on May 6th. If you are not the "outdoorsy" type the Perkins' own a bed and breakfast. Call Cedar Grove Bed and Breakfast at (816) 837-3441 to make your reservations. If they are filled up some of the other places you can try are: Down Over Holdings Bed and Breakfast (816) 837-3268, Borgman's Bed and Breakfast (816) 837-3350 and Miss Nell's Bed and Breakfast (816) 837- 3280. We are planning on cooking at the camp site or you can dine at the two restaurants Karen suggested, Evergreen and The Old Tavern. To make reservations please contact Karen. We are planning a scenic drive down so meet on the east side of Blue Ridge Mall in the parking lot next to Chi Chi's restaurant at 9:00 am Saturday May 6th. Please let Randy or Ann know if you are attending, 587-2242. Point Persons: Jan & Karen Berry and Kaye & David Perkins.



TEN YEARS AGO

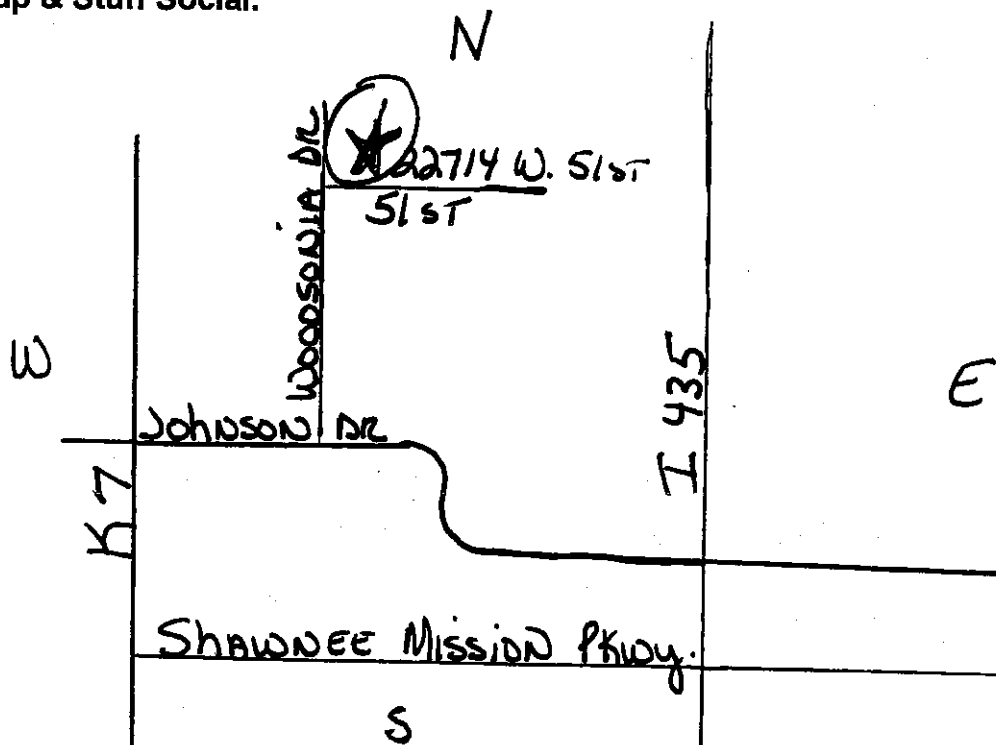
Not much to report from March 1985 as the club was "gearing up" (excuse the pun) for an elaborate and exotic series of events from April to November. Our Director, Gary Davis, admonished us to put them on our "shed..ule" or be forever a nerd. Included were: Swap meets, Pig roast, KC Grand Prix, Bastille Day Tour??, Tail gate party, Night rally, Party and party.

Scanning forward ten years.....Margaret and I are looking forward to the party here at "Bradford House" on the 18th of March. For you Triumph history, trivia, and motor racing buffs, my library and videos are available. I even have an Auto Trivia game that challenges autoworld knowledge in general. But, lest we forget, it'll be a party in the KC Triumphs and St. Patricks tradition. Driving Triumphs encouraged, but whatever you do.....Put a Triumph in your day.

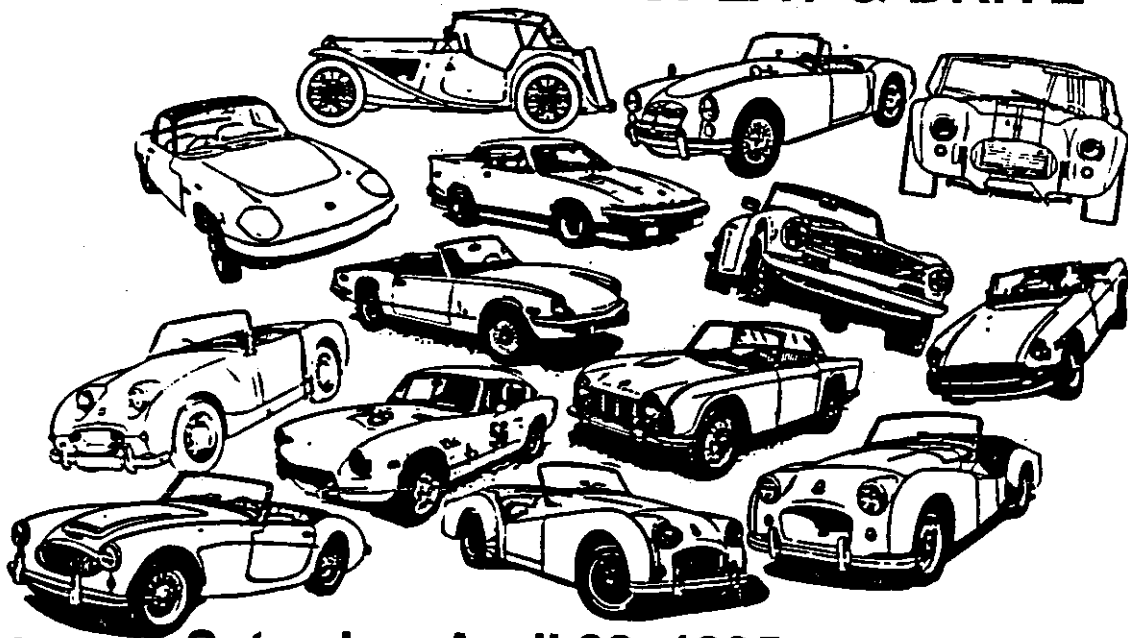
- Paul McBride

A BIG welcome to our newest member: George & Delores Paaps
 815 S. Maple
 Garnett, Kansas 66032
 (913)448-3626
 1966 Spitfire

Map to Soup & Stuff Social:



ALL BRITISH CAR DISPLAY & DRIVE



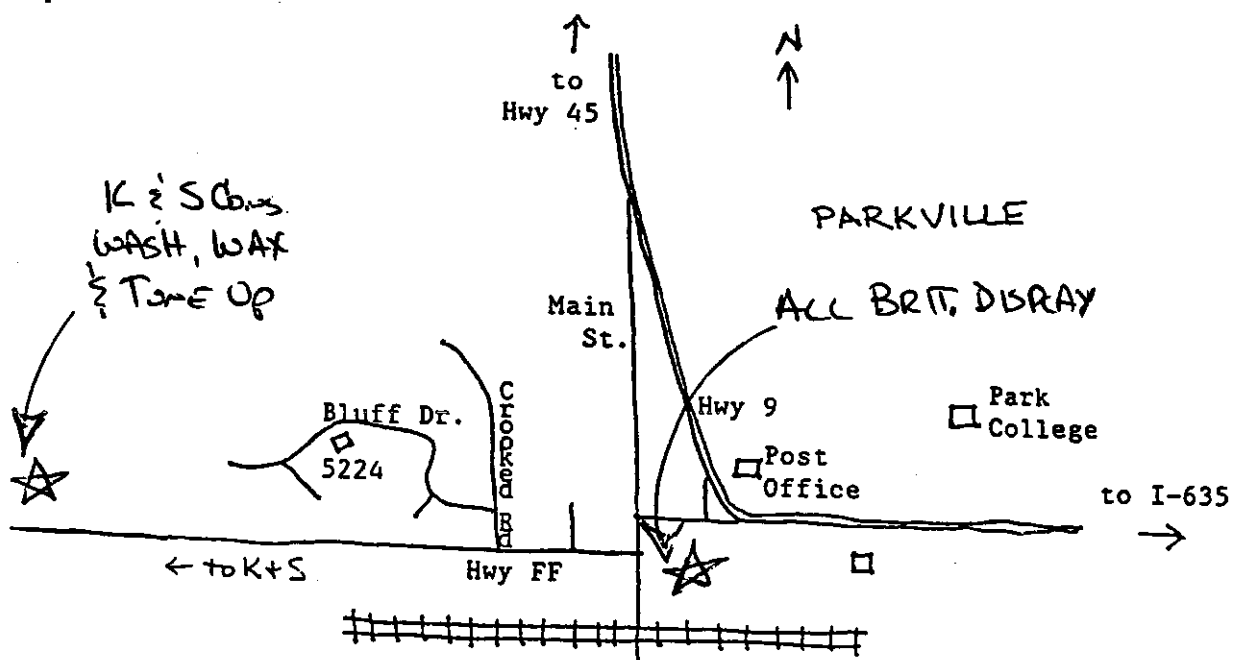
Date: Saturday, April 22, 1995

Time: 9:00 AM - 2:00 PM

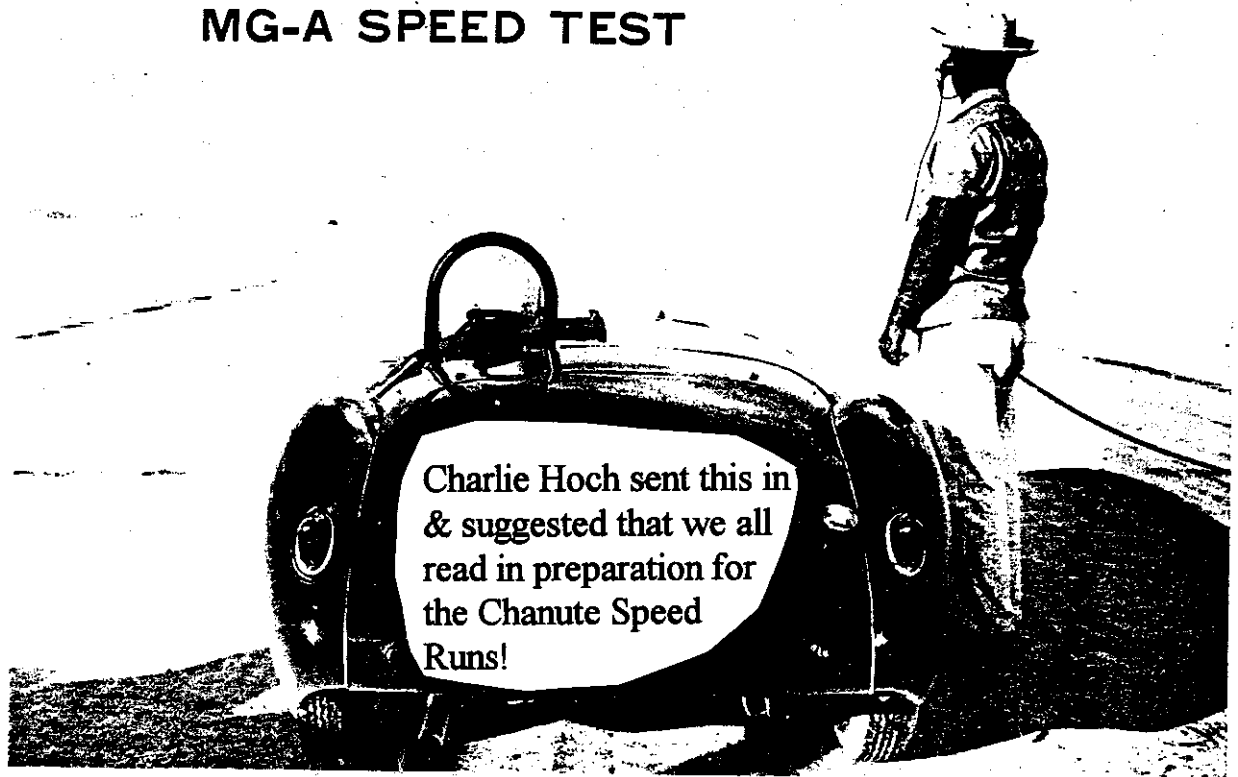
Location: Parkville, Missouri

For Information: Randy Adkins (816)587-2242

Map to Parkville events:



MG-A SPEED TEST



BY JIM FROSTROM

PHOTOS BY DEAN BATCHELOR

HOW OFTEN has the sports car owner wondered what answer to give when asked the inevitable question "Wottle she do?" Should he name the highest speed he has ever seen on his speedometer, or the latest road test figure from his favorite automotive magazine? An incontrovertible answer to this question seemed attainable for the writer's car when he accepted an offer to function as a judge for the sports car classes at the 1959 Bonneville National Speed Trials.

The rules were checked to determine any additions required before the car could pass safety and class inspection. Head-high roll bar and shoulder harness, in addition to seat belt, were required in all open-car classes. Windshield could be removed for installation of a one-man windscreen, along with a tonneau cover over the passenger seat. An entry in F-class Grand Touring Sports was made for the writer's MG-A, which was also to be the transportation for two people and their luggage to Bonneville and back to Los Angeles. During the preparation of the roll bar, windscreen, and straight-through exhaust, all of which were made removable, it occurred to me that some interesting comparisons might be made at Bonneville as various items were added or removed on different runs.

An informal test of the one-man windscreen at approximately 80 mph revealed a tendency on the part of the tonneau cover to belly down in the center and rise along the forward edge, between the two most widely spaced fasteners. In order to remedy this condition, two additional Lift-a-dot fasteners were added at the front and two more button snaps at the side of the door. This arrangement proved very satisfactory on the MG-A, but we were reminded by some of the "old pro" roadster owners that forward facing Lift-a-dots have been known to come unfastened from wind pressure and for that reason, on cars where no windshield gives protection, they are installed backward along the front of the cover.

The car used in this test was a stock '59 MG-A roadster which had had no special preparation other than the electronic balance-

ROAD & TRACK

ing of all four wheels and tires. The SU carburetors had been adjusted and synchronized with the aid of a "Unisyn," the entire ignition system had been left untouched since the 4000-mile service at the agency where the car was purchased, and the car carried its original N5 Champion spark plugs. It is my opinion that the results obtained in this test could be equaled by any MG-A roadster with the 72-hp engine in good condition.

On the road to Utah the engine was kept humming along at 4000 rpm, giving an effortless, vibration-free cruise at an indicated 75 mph. Cruising at this speed in the somewhat mountainous country between Los Angeles and Wendover, Utah, gave a surprisingly economical 27.5 mpg, but it was necessary to add a quart of oil at each gas stop, approximately every 280 miles. The excessive consumption of oil ceased immediately upon our return home and resumption of normal traffic driving speeds.

The factory-recommended tire pressures of 21 psi front and 24 psi rear for a full load or fast driving were found to be inadequate, demonstrating a rather shifty oversteer condition from 50 mph upwards. Our full load consisted of three suitcases containing clothes for two people for a week, a few spare parts, crash helmet, three cameras and a tripod. Experimentation with increased tire pressures gave normal handling with 27 psi front and 31 psi rear (cold readings).

Upon arrival at Wendover, the front and rear license plates and their wind catching holders were removed and stored in the motel room along with the extra gear and the luggage. With the car still in full trim otherwise (top up, etc.), we left for the salt flats, eight miles east of town, and the safety inspection.

The first run was finally made on Monday afternoon, recording a disappointing 89.64 mph for the car in touring condition, including side curtains.

The next morning, Tuesday, we were out on the salt bright and early and, while the morning's record runs were being completed, we checked out the ignition system, setting the distributor to 8° advance and installing a new set of N5 spark plugs. I

made a minor error here as I neglected to check the amount of advance we had in the distributor upon arrival and for the first run. It was evidently pretty good as the next run netted only an 0.18 increase to 89.82 mph.

Ever since our arrival in Wendover, I had been torn between a desire to record an honest speed in road trim and a desire to put on the straight pipe which had proven too noisy even to drive around the block at home. Now was the time, since the wind noise of the roadster top at speed was louder than the factory muffled exhaust note and we really couldn't tell whether the engine was running perfectly or not. After installation of the straight exhaust, the next run gave a 1.18 mph improvement to an even 91 mph; however, there was no miss and it was evident that the car had been running all right with the muffler installed.

This was getting to be a little more like it, but why not make a run with the side curtains removed to see how much this cut our speed? Surprise! We picked up 0.55 mph, to record 91.55 and a resolution was made to recheck the phenomenon at the end of the week to make certain that some other condition was not the cause of the increase in speed.

Before going out to the course the next day, Wednesday, the top was taken off in order to make some runs with the windshield only. We expected the car to be slower in this condition and weren't surprised to go back to our original speed of 89.64 mph. Another run with the tonneau over the passenger's seat was even slower, at 88.06 mph. This was no fun, even if it did prove what everybody already seemed to know, that you go faster with the top up.

Advancing the ignition 4° for a total of 12° advance gave a big 2.16 mph increase on the next run to a speed of 90.22. Before everybody runs out to reset the advance on his ignition, it should be pointed out that the effectiveness of this increase in advance is mostly attributable to the higher altitude of 4200 ft. This much advance proved to be excessive upon our return to Los Angeles and the distributor was reset to 8° for best performance. By now we had had enough of this slow configuration and we returned to town for lunch and to get down to racing trim. The windshield, rear bumper and luggage rack were removed and hidden in our room, along with the previously removed top and muffler, and the one-man windscreen was installed.

Back on the salt, the next run was very encouraging at 97.08 mph, an increase of 8.15 mph over the windshield-only condition and 5.53 mph over our best previous run with the top up. The stock air cleaners were removed for the next run, resulting in an additional 0.74 mph increase for a final Wednesday run of 97.82 mph.

The next tuning step turned out to be my major *faux pas*. In anticipation of the possibility that the mixture might lean out when the air cleaners were removed, I had asked my MG dealer for a set of rich needles for the car, which were supplied as RH needles. In attempting to put them in Wednesday evening it was discovered that they were considerably larger than the factory installed GS needles, probably for use with larger jets which were not available on the west side of Utah. However, someone had said to me in jest, "If that doesn't do it, you can always whittle down your regular needles to make them richer." So, in semi-desperation, I very carefully scraped the stock GS needles, starting 31/32 in. from the shoulder, on out to the point. I'll never do that again! This move cost me 2.69 mph, and possibly more, since I had installed a set of flared bells on the carburetors at the same time which could have made a slight improvement.

The first Thursday run with all these improvements netted 95.13 mph. The next three runs were spent leaning out the carbs a total of 3 flats, which regained 1.74 of our lost miles, back to 96.87.

During this period, a visit was made, spark plugs in hand, to the Champion tent for advice from the spark plug expert provided to assist the Bonneville entrants. Big things were expected of this, since we knew that other contestants, including an MG-A twin-cam, had picked up as much as 8 mph by following his advice. We didn't—he looked at the plugs, each of them, for a long time through a magnifying glass, and said, "They look about right to me. You're pretty close to maximum tune." In a way, I guess, that was good news, but I had been counting on him to come up with some magic miles an hour and now, nothing.

Only one thing left to try, and I'd been saving that because I didn't feel it would make too much difference. It made enough, though, and proved to be the second big surprise. Raising the tire pressures to 44 psi all around gave a clocked speed of 100.55 mph on the next run. Now I can say it—my goal all the time had been to break 100 mph. Success at last! Who would have guessed that an approximate 16 psi increase in tire pressure would be good for almost 4 mph?

Two more runs, in which the ignition was advanced .5° to a total of 12.5° and the carbs richened one more flat, gave the MG-A's top speed of the meet at 101.01 mph.

Back out on the salt Friday morning with the windshield and top installed, but without the side curtains, a run was made at 95.84 mph, a drop of 5.17 mph from racing trim. Sure enough, the next run 25 minutes later, with the side curtains installed, reflected a drop of 0.80 mph to 95.04 mph, confirming our earlier results.

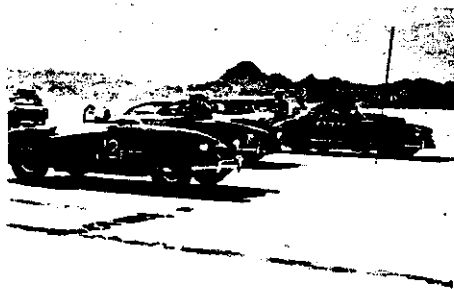
So now we know. A rocker-arm MG-A 1500 with the engine in good tune will exceed 100 mph, if you take off the top and windshield, air the tires and put on a straight-through exhaust. The clocked speed of 95.84 compares very favorably with the 97.5 mph speed previously attributed to it by Road & Track, since a calculated adjustment for the 4200-ft altitude would indicate that the same car should be able to pick up the other 2 mph at sea level.

The engine was left exactly as it was on the last timed run for our trip back to Los Angeles—only the straight pipe was exchanged for the muffler, to protect the innocents' eardrums. Gas mileage improved slightly to 28.6 mpg, probably due to the mid-range leaning out which had occurred in tuning the scraped needles for top speed. Total mileage for the entire trip was 27.2 mpg, a figure which includes 47.5 miles either accelerating or wide open in the 2-mile approach and the quarter-mile timed section.

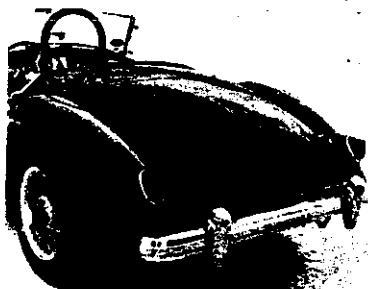
All speeds given are one-way runs in the same direction. There were some slight side-winds and possibly some head-winds during the Wednesday runs, but at no time were runs made with a tail wind. It is possible to imagine under the circumstances that a drop in speed no greater than one mph would have been recorded had we been permitted to make return runs, but, in all probability, most of the return times would have improved slightly.

The tachometer in the MG-A proved to be almost 100% accurate, reading 5600 rpm when the car was clocked at 101.01 mph. The speedometer was a different story, reflecting 8 or 9% optimism at all speeds, indicating a wavery 110 mph during our fastest run.

Waiting for the start, in good company.



Folding luggage rack was used on trip.



Top up, luggage rack and bumper removed.





club history

In spite of a long and prestigious history of automobile production dating to 1923 (earlier than many other British sports car constructors) ... and a corporate history reaching back to the 1880's ... Triumph, as of the early 1970's had no American organization dedicated to the history, preservation and enjoyment of those interesting cars. Aware that a large percentage of Triumphs built since World War II had been sold in the USA and Canada, a dedicated group of Triumph owners, enthusiasts and historians planted the early seeds of the VTR in 1973. During 1974 the organization took shape, and by January, 1975, the club's first professionally-edited and printed magazine had appeared. At last there was a group for all Triumph owners, and growth from that time forward has been steady and, at times, spectacular.

- Milestones along the way have included:
- adoption of four-color covers on The Vintage Triumph
 - reprinting of valuable Triumph manuals
 - efforts to save obsolete Triumph spares from destruction
 - a concerted effort to encourage quality reproduction of needed spares
 - the establishment of a VTR archival collection
 - the introduction of national VTR judging standards
 - the creation of a discount Triumph book service
 - absorption of the Triumph Sports Owners Association, (T.S.O.A.), the 26 year-old, factory-sponsored owners' club

An important annual event for VTR is our national convention which has been held in such diverse locations as: Colorado, Georgia, Illinois, Indiana, Kentucky, Michigan, New York, Pennsylvania, and Texas. Each convention includes a full activity schedule including rally, autocross, concours, flea market and parts sales and additional activities.

VTR's early years were exciting and rewarding and have produced fond memories. We hope you'll join the over 4000 current members as we pursue a bright and promising future for the ownership, operation and preservation of Triumph automobiles.

organization

The national administration of the VTR consists almost entirely of unpaid volunteers who are dedicated to preserving the Triumph legend. These folks all strive to maintain the high-quality standards to which the VTR has been dedicated from the beginning. The National Board of Directors and staff is comprised as follows:

- | | |
|---------------------------|--------------------------|
| President | Chapter Coordinator |
| Vice-President | Magazine Editor |
| Treasurer | Book Service Manager |
| Membership Secretary | Chief Judge |
| Corresponding Secretary | Archivist |
| Public Relations Manager | Chapter Insurance Coord. |
| Vehicle Insurance Advisor | Rally Advisor |
| Autocross Advisor | |

Vehicle Consultants are available in the following areas:

| | | |
|--------------|---------|-------------|
| Pre-1940 | Italia | TR-4/AA/250 |
| Roadster | 10 | TR-6 |
| Renown | Herald | Slag |
| Mayflower | Splfire | TR-7 |
| TR-2/3/AA/3B | GT-6 | TR-8 |

Local chapters of the VTR exist all over the United States. Members located within the reach of a chapter have the option of joining that group and participating in rallies, tours, technical sessions and social events which they sponsor. In addition, new zones continue to form, which are local groups pursuing chapter status.



The vintage triumph register

15218 W. Warren Avenue, Dearborn, Michigan 48126 U.S.A.

APPLICATION FOR MEMBERSHIP PLEASE PRINT

Name _____ Spouse _____
(Last) (First)

Street Address _____ Tel. () _____

City _____ State _____ Zip _____

*TRIUMPH AUTOMOBILE(S) OWNED

| | | | |
|------------|-------------|-----------------|-------------|
| YEAR _____ | MODEL _____ | COMM. NO. _____ | COND. _____ |
| YEAR _____ | MODEL _____ | COMM. NO. _____ | COND. _____ |
| YEAR _____ | MODEL _____ | COMM. NO. _____ | COND. _____ |

(Condition Codes O-Original M-Maintained R-Restored B-Being Restored P-Parts Car)
*It is NOT necessary to own a Triumph to join VTR

The vintage triumph register

MAKE CHECKS PAYABLE TO V.T.R.

- \$25 USA Zip Codes
 - \$30 CANADA
 - \$35 ALL OTHER
- Foreign Subscriptions Payable in U.S. Dollars on U. S. Banks only please Allow 6 - 8 weeks for processing and delivery.

KC TRIUMPHS 1995 SCHEDULE

| S M T W T F S | S M T W T F S | S M T W T F S | S M T W T F S |
|---|---|---|---|
| JANUARY 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 | FEBRUARY 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 | MARCH 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 | APRIL 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 |
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March

18 Soup & Stuff Social
PP: Paul & Margaret
McBride

April

19 Club Night Out,
PP: Cynthia Yin
22 Parkville All-British
PP: Randy & Ann Adkins
**29 After Taxes Wash/Wax &
Tune-up**, PP: Randy Adkins
29 Ladies Day-Out, Lawrence
Malls, PP: Cynthia Yin
30 All British Swap Meet

May

6 Arrow Rock Trip
PP: Jan & Karen Berry
20 Chanute Chute-Out,
PP: Gary Davis
27 Atchison Fly-In,
PP: Dawna Adams-Davis

June

10 MG Heartland
Regionals
**16-18 Lake of the Ozarks
Trip**, PP: Dick Luthy

July

19 Club Night Out
26-30 Vintage Triumph Register
National Convention,
Rockford, IL
PP: Jim Brady/Paul McBride

August

12 Drive-In Night, PP: Bernie
& Suzanne Hoff
26 Liberty Cruise Night,
PP: John Maas

September

2-3 Kansas City All British
Meet
PP: Woody Underwood
16 Picnic, PP: Pat Fischer

October

1 Lawrence Car Show,
PP: Jay Smith
28 Chili Supper, PP: Frank
& Connie Andrews

November

18 Annual Dinner, Woodside
Racquet Club
PP: Ann Adkins

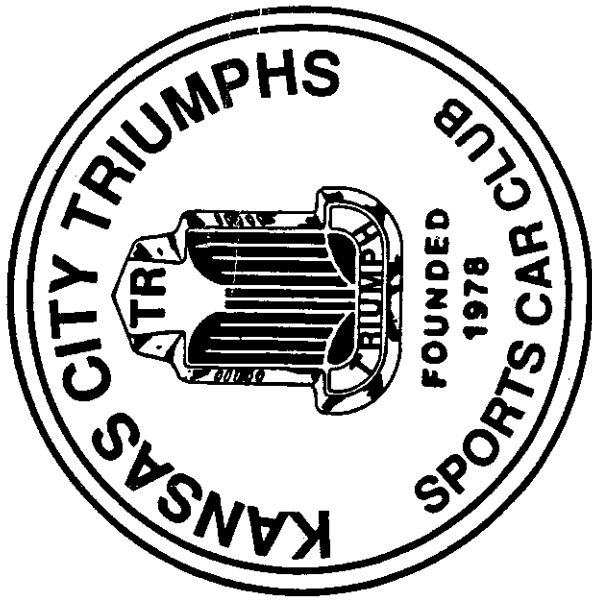
December

13 Club Night Out,
Plaza Sleigh Ride,
PP: Randy & Ann Adkins

Bold print indicates official KC Triumphs event.

PP = Point Person(s).

See newsletter and "Fun on Wheels" column in automotive section of Wednesday's and Saturday's *The Kansas City Star* for details and updates.



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

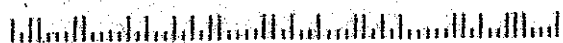
Volume XVII ---- Issue **IV**
March - April 1995

809 West 125th Terrace
Kansas City, MO 64145



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

I'd rather be driving my Triumph



KC TRIUMPHS

Your Club Officers:

| | |
|-------------------------|---------------------------------------|
| Director | Randy & Ann Adkins 816 587-2242 |
| Assistant Director | Jay & Laura Smith 816 468-8483 |
| Secretary/ Treasurer | Bernie & Suzanne Hoff 816 941-0820 |
| Publicity | Cynthia Yin 816 587-6754 |
| Newsletter Editor | Jim Brady 816 587-6754 |
| Membership | Margaret Luthy 913 649-8737 |
| Club Historian | Paul McBride 913 441-0499 |
| Technical Editor | Gary Davis 913 441-2733 |

Reminder

Send your 1995 Vintage Triumph Register Convention Registration in by May 15th to save \$10 off the convention fees. Contact Jim Brady if you need a registration form.

Director's Notes:

The first quarters activities have brought an increased sense of excitement in the club. We would like to thank everyone for your participation and enthusiasm which makes the events successful. Now that our Spitfire has the engine back in it we look forward to driving with the top down and no more oil leaks! An enormous "Thank You" goes to club members Jim Brady and Dick Woody for helping with the car. Looking through the upcoming driving events, we are excited to get her out on the road to see what she will do.

Have you ever been camping in your Triumph? The weekend of May 6th and 7th is your chance to give it a try. A scenic route has been planned for your enjoyment along the bluffs of the Missouri River. Club members, Jan and Karen Berry and David and Kaye Perkins are hosting the second annual camping trip this one in their quaint hometown - Arrow Rock, MO. We'll visit several antique shops and have a campsite cookout. Pack up that TR and come camping with us. Call for details.

- Randy & Ann



Just In: If you want to tour the Ford Claycomo Plant give Dick Woody a call at (816)781-1870. We will go on Wednesday, June 28th. Space is limited so call now!

CLASSIFIEDS

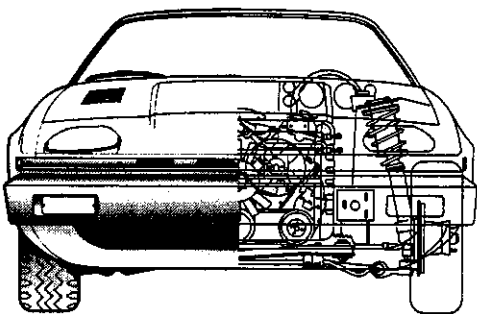
1970 TR-6, Runs great, needs body work - best offer, call Dana, Fort Leavenworth (913)651-3478

1976 TR-7, Coupe Parting Out. Hate to, but title hassles ain't worth it. Complete car with mostly rust-free body panels, good interior, moon roof, trunk rack, instruments, seats, glass, bumpers, wheels, 4-speed. Excluded: blown differential and engine. Special rates for club members. Willing to swap parts. Steve Lopes 913/842-7137 or email Slopes3688@aol.com.

1974 TR6. Complete ground up restoration with 12,000 miles. Looks good, runs good & drives great. Mike Alyea 816/647-2846 (H), 816/647-3163 (W)

Brett Johnson is the US correspondent for the new publication **Triumph World** (see enclosed subscription form). Brett will be writing feature articles on special people & cars. Several possible candidates exist in our club. If interested contact: Brett Johnson 7510 Allisonville Road, Indianapolis, IN 46250 (317)841-7677 FAX (317)849-2001.

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NEW MEMBERS

Welcome to our newest members (please come out and join us!):

Dell Guilliams
244 North Woods Chapel Road
Blue Springs, MO 64015
816 229-6869 1976 Spitfire

Mike & Cheryl Barron
166 Beach Drive
Blue Springs, MO 64015
816 229-5194 1957 TR3

Mike & Nancy Beery
6512 NW Platte Hills Road
Parkville, MO 64152
816 741-7551 1976 TR6

Brandye Freeland
5237 Charlotte
Kansas City, MO 64110
816 822-0207 1972 Spitfire/1976 Spitfire

John & Kary Koster
108 5th Artillery Road
Ft. Leavenworth, KS 66027
913 682-1516 1961 TR3A

Dan & Jennifer Heiman
2505 West 84th Street
Leawood, KS 66206
913 383-8976 1958 TR3A

Fred & Monique Goldman
6 Hilltop Drive
New Fairfield, CT 06812
203 746-2778 1975 TR6

Ron & Tam Powell
424 E. Mississippi
Liberty, MO 64068
816 781-1671 1973 TR6

Kevin & Mary Wall
126 Hampton CT
Lansing, KS 66043
913 727-1462 1976 TR6

PAST EVENT ROUND-UP

Soup & Stuff Social. I still think Triumph people just have these cars as an excuse to eat and socialize. There was plenty of that going on at this event. It was good to see long time club member Rick Torres come out from hiding. Pat Fischer brought her friend Cindy who showed us how to eat "wicked green Jell-O" out of little plastic cups. It was fun. A BIG thanks to our hosts Paul & Margaret (that's the cleanest garage I've ever seen) McBride.

Club Night Out. Along with great food and Triumph talk we welcomed new club members Dan and Jennifer Heiman, who brought pictures of their recently purchased TR3. Let's get that car on the road!

Parkville All-British. - Triumphs, MG's, Lotus, Jaguars, Austin-Healeys and Sunbeam all came out for what could become an annual event. After several hours of "Show and Tell" we went on an road rally touring the Platte, Clay and Clinton county areas. The trip ended at Dave's Pizza Shoppe in Platte City where prizes were awarded to the rally winners. Club members Gary and Dawna Davis and Charlie and Melanie Hoch placed third splitting a 6 pack of England's finest brew. A big thanks to Jim & Cynthia for their time and effort in coordinating the scenic drive.

After Taxes Wash, Wax & Tune Up. Eight Triumphs braved the rain to attend this event. Actually Larry Taylor was the bravest of all showing up in his TR3 even though its new top wasn't fitted. Needless to say car washing or waxing didn't take place but we did do plenty of tune-up work. A HUGE thanks to Kenny Hevalow for letting us use his facility. It allow us to have fun in the rain.

UP COMING EVENTS

"Chute-Out" in Chanute - All British Car Show, May 19-21. See enclosed flier for details. This was a great time last year and with all the engine rebuilding going on these past few months it'll be even more of a hoot this year. A caravan will leave from McDonalds at I-35 & 169 Hwy on Friday, May 19 at 5:30 P.M. Please call Jim Brady 587-6754 if you're planning on driving down.

Atchison Fly-In, Saturday, May 27th. Pack a picnic lunch, bring a blanket and join us for a great day at the Amelia Earhart Airport to watch the vintage and experimental aircraft come in from around the country. Special parking on the air field has been reserved for our cars (you'll be charged the standard \$3 admission to help offset insurance costs). We'll leave 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.). Point Person: Dawns Adams-Davis 441-2733

Annual Ozarks Lake Trip, June 16 - 18
This trip is always a highlight of the year. See the enclosed flier for details. The Friday morning group will leave from Red Lobster on the south side of Bannister Mall at 9:30 A.M. If you plan on caravanning, please call Dick Luthy at 649-8737.

Triumph/Boat & Camping Festival at Smithville Lake, July 8/9 This could be better than Woodstock....It wasn't on the original schedule but several members have expressed interest in hanging out at the lake. If you have a boat and/or are interested please call Randy at 587-2242. Details will be in the next newsletter.



Welcome
to the 2nd Annual
"Chute-Out" in Chanute
All British Car Show

May 19-21, 1995

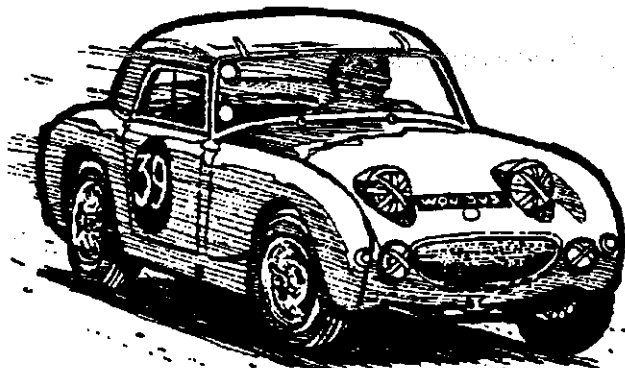
Chanute, Kansas

Show your car - Driving Tour - Banquet

Clocked Speed Run (5000 ft Chanute Airport Taxiway)

FUN, FUN, FUN

Host Hotel: Holiday Park Inn,
316-431-0850
Room rate is \$36.95+tax for a
double. 40 rooms have been
reserved-be sure to mention you
are with the All British
"Chute-Out".



Schedule

Friday
May 19 5-9 Registration, hospitality at Holiday Park
and at the Art Gallery

Saturday
May 20 7-10 Pancakes at Airport or Breakfast on
your own
9-12 "Chute-Out" at Chanute Airport
(clocked run on airport taxiway with
with certification of your speed-British
cars only) Airplane rides.
Noon Lunch at airport on your own
1-3 Driving tour and show
5 Dinner and Show at Stark
Chicken & Picken
9-12 Dance at Jesse's

Sunday
May 21 Breakfast and heading home

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 _____

| | | | |
|--------------------------------|--------------------|----------|------------------------------------|
| Early bird special by April 15 | \$12 | \$ _____ | |
| Pre-Registration ends May 1st | \$15 | \$ _____ | |
| Registration (One British Car) | \$15 | \$ _____ | (Day of show) |
| Dinner (Chicken) Number _____ | \$12 ⁰⁰ | \$ _____ | (Dinner limited to 1st. 85 people) |

Total \$ _____

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

Return to: Stephen Fickel, 402 So. Lincoln, Chanute, Ks. 66720

OTHER HAPPENINGS

Jaguar Annual Concours d'Elegance, June 3 & 4. Come see carefully shined Jaguars this year at a new location - the posh Hawthorne Plaza at 119th & Roe. The cars will be displayed and judged on Sunday from 9:30 until 3:30. For more information contact Jane Gilmore at (913)341-0674.

6th Annual Heartland MG Regional Show & Swap Meet, June 10th. Cars will be displayed at the Historic Square in Independence, MO from 9:00 AM until 1:00 PM. For more information contact Larry Dickstein at (816)356-6053.

3rd Annual All British Meet in Nebraska, June 25. The Austin Healey Club of Kansas City has invited the KC Triumphs to an All British picnic in the scenic Steinhart Park on old #2 highway in Nebraska City. Nebraska City is midway between KC and Omaha. The AH club will be exploring the more interesting back roads up to the event which will begin around 11:00 AM and end around 3:00 PM. For event information contact Jim Danielson (314)346-2792. To caravan from KC contact Steve Dupus at (913)829-5617.

PRODUCT REVIEW

TR 2, 3 and 4 series cars use a very robust 4 cylinder wet liner engine that has few design problems. One item of irritation however, can be the rear oil seal. The factory "seal" is a mated pair of alloy collars that surround the crank. These collars and the crank have a scroll cut in them so that engine oil is redirected back in to the sump. For the most part the setup works pretty well especially with the engine running. Turning the engine off, however, often leads to a half-dollar size

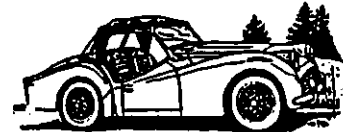
puddle of oil quickly being deposited on your driveway.

To correct this problem Moss offers a seal conversion kit. In Moss' words "this well-engineered conversion allows a modern lip type crank seal to be fitted in place of the troublesome and leak-prone original design." On my winter engine rebuild I decided to give it a try. The conversion requires machining to remove the scrolls from the rear of the crank. This area must also be highly polished so the seal can do its job. Obviously once the machine work is done you can't go back to the original set up. Prior to "taking the plunge" I called Moss and was told that they've sold about 40 kits with no complaints or problems. I went ahead and had the machine work done for \$35.

I'm always amazed with the inverse relationship between the number of parts (or the size of the box they come in) and how much they cost. This conversion kit contains a seal, seal spring, two new alloy collars, a tube of assemble grease and the instructions - all for around \$100. Perhaps a little pricey but all the parts were nicely made and as advertised "well-engineered". The instructions were clear and installation was straight forward. The best part is that I no longer have half-dollar puddles of oil under my TR3A. Now if Moss would just make a fix for leaky a Stag steering rack.....

THANK YOU

Randy and Ann Adkins extend a special thank you to the club and its members for the many phone calls, cards and beautiful flowers that were sent in memory of Randy's father William Adkins.



EVENT OF THE YEAR - ANNUAL OZARKS TRIP

This year at the HOLIDAY INN RESORT on Business Hwy. 54 (easy access to all the fun spots!)

Amenities Include: INDOOR AND OUTDOOR POOLS, WHIRLPOOLS, SAUNA,
SUN TAN BED, EXERCISE ROOM, OUTDOOR LOUNGE
OVERLOOKING THE LAKE, INDOOR & OUTDOOR DINING
& MORE!

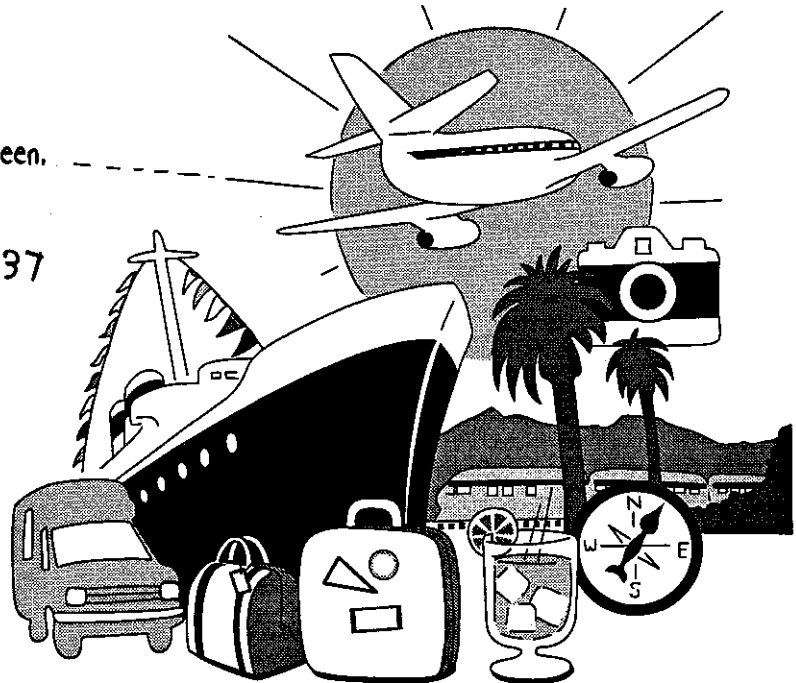
WHEN: JUNE 16, 17, 18

RATES: \$83 /NIGHT SINGLE OR DOUBLE OCCUPANCY
20 ROOMS RESERVED FOR THE CLUB UNTIL MAY 26TH
Mention KC Triumphs when reserving your room

CALL: 1-800-532-3575 (INSTATE) 1-800-HOLIDAY (OUT OF TOWNERS)

Remember your swimsuit and sunscreen.

Point Person: Dick Luthy 649-8737

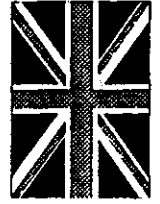




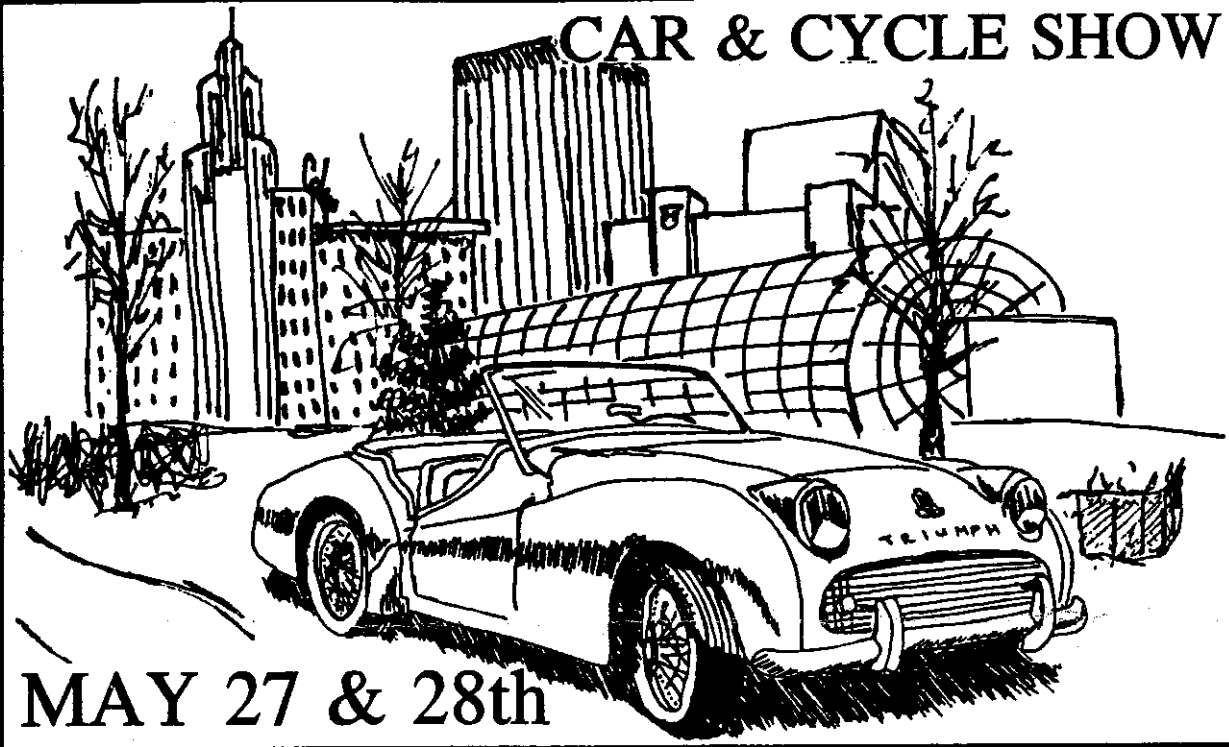
Norton



ALL BRITISH



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HOSTED BY: OKC CENTRAL OKLAHOMA VINTAGE TRIUMPH REGISTER (COVTR)
CONTACT: GLENN / CATHY DANFORD - 1-800-822-4868 OR 405-232-2809

BSA



TRIUMPH



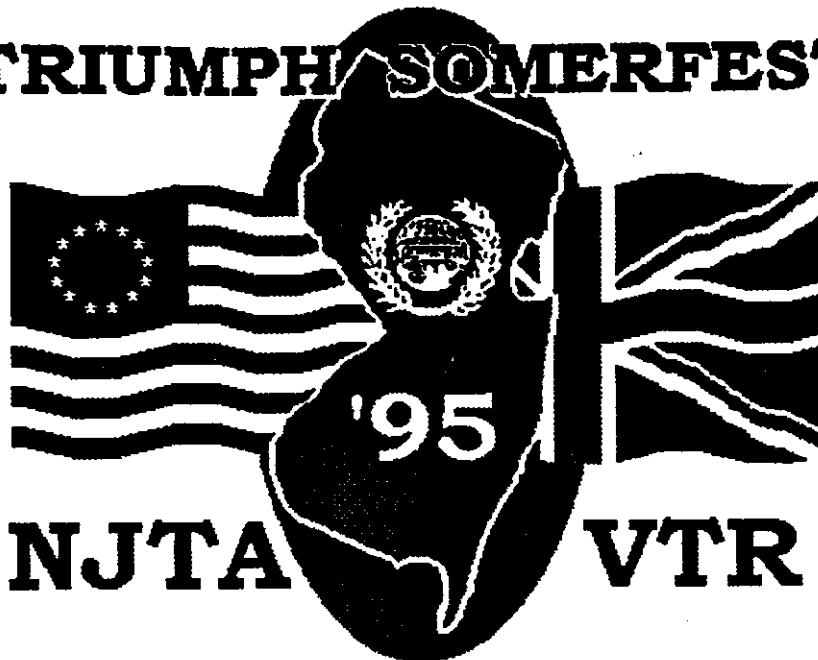
Austin-Healey



The New Jersey Triumph Assoc.

Presents

TRIUMPH SOMERFEST



NJTA VTR

SOMERSET, NEW JERSEY JULY 6 - 9, 1995



in conjunction with
the
Vintage Triumph Register



The New Jersey Triumph Association (NJTA) and the Vintage Triumph Register (VTR) cheerfully request all Triumph enthusiasts to meet in Somerset, New Jersey, from July 6 through July 9, 1995, for a Good Time Triumph Event, similar to the great Princeton '90'!

The beautiful rolling hills of historic Somerset, New Jersey, will be the site of this eventful regional Triumph meet. Somerset County has a long and interesting history predating the Revolutionary War and is within driving distance to Manhattan, the New Jersey beaches, Atlantic City, and Philadelphia. Somerset is located in the very central part of New Jersey near many historic sites and places of interest. Surrounding Somerset is Rutgers University, historic barge canals, colonial towns, and the nearby battlegrounds of the American Revolution. Just think if George Washington was here today to see so many *English* motorcars and enthusiasts bearing *Union Jacks*! There's even going to be a real English Tea along with all the Triumph competitive events and other activities!

Headquarters for *Triumph Somerfest '95* will be the *Somerset Radisson Hotel*. This is a first class facility with luxury accommodations. The initial 120 reservations for the FOUR DAYS/THREE NIGHTS stay, will receive a free authentic TR7 jacket patch in support of the 1995 VTR celebration of the Triumph TR7. The room rate for the event is very attractive at only \$59 per day. The *Roadster Factory* is also coming to this event with a truck full of parts. There is even going to be a certified British-Leyland-trained mechanic on call nearby. Join us and help keep the glory of the Triumph automobile alive!

Come early, and spend your Independence Day holiday here where the British fell to George Washington's army!

For more information phone: Buzz Anthony at (908) 906-5659 (Please call between 7 - 9 PM weekdays
or: Connie Gauthier at (908) 469-2429 and 9 AM - 9 PM weekends

REGISTRATION FORM & HOTEL RESERVATION INFORMATION ON OTHER SIDE

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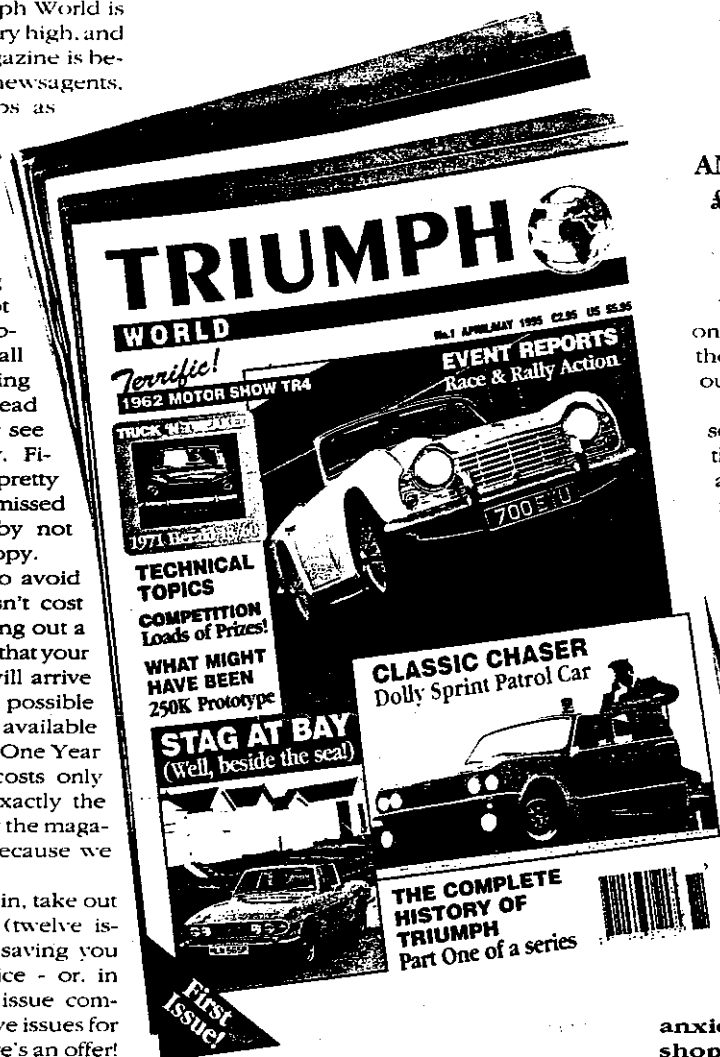
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If you don't want to cut up your magazine, a photocopy of the form will do just fine, or you can simply send us a letter with all the relevant details.

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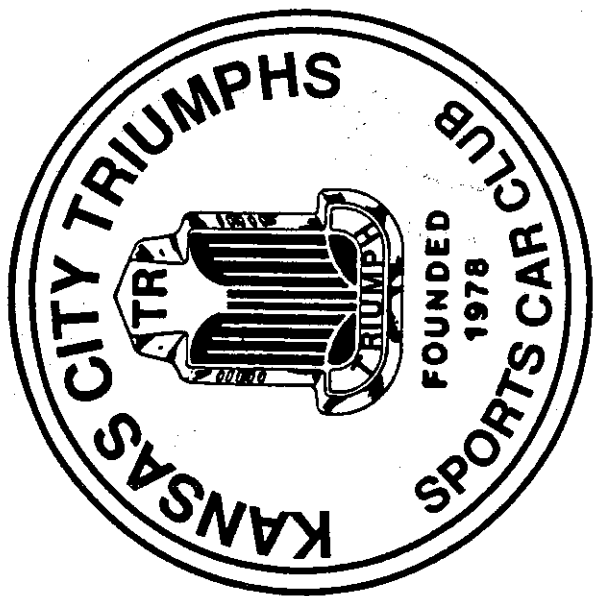
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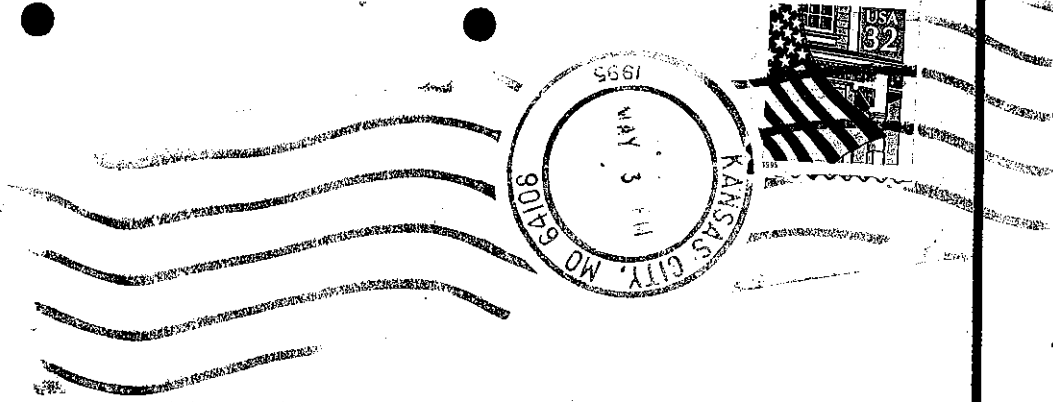
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*Dedicated to the Preservation
and Restoration of
Triumph Sports Cars*

Volume XVII — Issue #17
May - June 1995

809 West 125th Terrace
Kansas City, MO 64145



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

I'd rather be driving my Triumph

KC TRIUMPHS

Your Club Officers:

| | |
|-------------------------|---------------------------------------|
| Director | Randy & Ann Adkins 816 587-2242 |
| Assistant Director | Jay & Laura Smith 816 468-8483 |
| Secretary/ Treasurer | Bernie & Suzanne Hoff 816 941-0820 |
| Publicity | Cynthia Yin 816 587-6754 |
| Newsletter Editor | Jim Brady 816 587-6754 |
| Membership | Margaret Luthy 913 649-8737 |
| Club Historian | Paul McBride 913 441-0499 |
| Technical Editor | Gary Davis 913 441-2733 |

TR-ivia

Required knowledge for those going to the VTR: What rock band originated in Rockford, & sings "*I WANT YOU TO WANT ME*"? If you know, call Randy (587-2242). He has a prize for the first correct answer!

Director's Notes:

Convertible weather has arrived! Driving back from the Lake of the Ozarks trip, we were wishing it was cooler! The Spitfire ran great as long as we did not turn off the engine. The starter went out on the way down. Thanks to Nanci Maloney and Woody Underwood for the push! After the installation of a new starter, donated by Jim Brady, we were ready to hit the road again.

This year's trip proved to be the best one yet! The club members provided great laughs at the bumper car and go-cart track. Charlie Hoch is our new club traveling trophy winner bringing in the checkered flag at the Le Man's Speedway. (Contested only by the second place finisher...See ya next year!)

The trip got us geared up for the VTR National Convention in Rockford, IL, July 26 - 30. For those members that have planned to attend, look for additional information on departures and preparation tips in this newsletter.

Our condolences to Dick & Margaret Luthy on the loss of their son, Robert. In memory of Robert, the Luthys have donated a collection of tools for our club's use. Items include an engine hoist, engine stand, car ramps, sand blaster, and an assortment of gear pullers, gauges and tune up tools. Please give me a call if you need to borrow something. Thanks to the Luthys, keeping our cars on the road will be easier...

- Randy & Ann

PAST EVENT ROUND-UP

ArrowRock, MO, Camping Trip. A big thanks to Karen and Jan Berry and Kaye and David Perkins for hosting a wonderful camping trip in their historic town. Ten Triumphs made the trip. Along with sightseeing and a driving tour we enjoyed steaks cooked over the grill and an evening under the stars.

"Chute-Out" in Chanute. This proved to be a great outing for several of the men and Karen Berry (AKA "Nurse Goodbody" who kept the fellas in supply of Tylenol)! Some of the highlights included David Mackintosh and his TR6 clocking in at 103 mph, followed by Jim Brady's TR3 at 100 mph, Jay Smith's TR4 at 93 mph and Charlie Hoch's and Randy Adkins' Spitfires at a whooping 87 mph. The nightlife included entertainment at the Chicken Pickin' where Granny kept the four Amigo's in line!

Atchison Fly-In. Due to excellent weather conditions (ha, ha) the turn out was a little lean. The weather was no match for the die hards. Three Triumphs and one MG made the trip to see the four planes that made it in before the storm. We made the most of it by attending the town's art fair and talking shop over lunch.

Annual Lake of the Ozarks Trip. This event is always a highlight during the year! We started off at our meeting spot with LaMar's doughnuts and Randy's mimosas. Dick and Ann Woody lead the caravan to Windsor, MO, where we had an enjoyable visit with long time KCT members Herb & Wanda Moore. After refreshments and admiring Herb's latest acquisition - a TR6 (yes, it's yellow), we safely made our way to the Holiday Inn. The new accommodations proved to be a wise choice thanks to the recommendations from the ladies holiday shopping group. A total of nine Triumphs and the Berry's recently purchased Austin Healey 3000 (beautiful car) made the trip with the Adkins' Spitfire having the only mechanical trouble. The entertainment included bumper cars, go-carts, shuffle board, playing pool (Margaret, you shark), shopping, an evening dinner cruise and lots of eating.

(Anyone for a biscuit?) Spending time by the swimming pool and sipping cocktails with little umbrellas was very relaxing!

CLASSIFIEDS

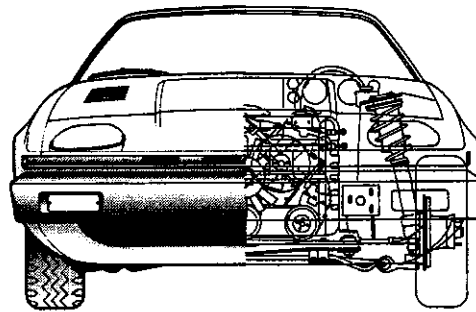
1966 TR4A IRS, 126K miles, great shape
Lon Phillips 229-9285

1959 TR3A, needing restoration, comes w/ 1958 parts car. Rod Strella (417)624-9707

Luggage Rack for late model Spitfire, complete and in great shape. \$15 - Jim Porter 624-4589

TR6 Wheels - 5 steel wheels, w/ hubs & nuts, \$12.50 ea. all 5 - \$50. Four used Michelin Red Line tires w/ tubes \$10 each. Got a cold garage? - 50K BTU kerosene space heat \$50.
Omar Conrad 451-6157

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UP COMING EVENTS

Camping at Smithville Lake, July 8-9, Come join us for a day of fun on the lake followed by an evening cookout and then stories around the camp fire. We'll be camping at the Camp Branch campgrounds on Smithville Lake. Any members bringing their boats up for the day, please contact Randy (Dan Heiman you're expected there). We'll meet at 10:00 AM Saturday morning at the Hillside Cafe which is on Highway 169 just north of the Smithville Hospital. Come join us even if you don't want to camp....we'll plan on eating dinner around 7:00 PM. Bring you own supplies, the club will supply cooking fires and s'mores. Some hardcore campers will be spending Friday night at the lake. Point Person: Randy Adkins 587-6754

Club Night Out, Tomfooleries Restaurant & Bar, Wed, July 19, 6:30. Come join us for some good eats and car talk. This will be a great time to discuss our upcoming trip to the Nationals. Tomfooleries is at 612 W 47th Street in the Plaza Area .

VTR Convention, Rockford, IL. July 26-30, This is the event we've been waiting for. A group will leave KC on Wednesday, July 26th promptly at 7:00 AM from the Country Kitchen just east of I-35 on Hwy. 152 (Barry Road) in Liberty. MO (about 25 min. north of downtown KCMO). We want to beat the heat so please arrive early and ready to go....all automotive fluids full (there's a gas station at the intersection), water bottles topped (it'll be hot), and your bladder empty. We'll plan to stopping every 2 - 2.5 hours. CB radios help liven up the trip and keep us all together. We use the low channels so if you need a CB consider an older 21 channel radio from a pawn shop (do they sell TR parts too?). Bring any extra parts you can fit (see Gary's tech article) and any odd tools. If you are

leaving Wednesday please RSVP to Jim Brady (816)587-6754. Gary Davis is organizing the Thursday caravan so please call him at (913)441-2733.

Sonic Drive-In Night, Sat, August 12, 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

Winstead's - Cruise Night in Liberty Sat, August 26, 4:30 PM, , MO, Hwy 291 & 152 Come see how other car enthusiasts enjoy the hobby. You'll be amazed at the number, diversity and quality of the cars at this cruise night. Collectively, our cars probably have less engine displacement than some of these muscle cars so we'd like to park our cars together.....plan on getting there early 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: John Maas 816/452-9097

KC All British Car & Cycle Show, KCI Sat/Sun, September 2-3, Chairperson Woody Underwood and the All Brit. committee are planning a great event! At this year's show the KCT is responsible the driving tour and funkhana. We can use some help organizing and staffing them. Please call Jim Brady at 587-6754 and pitch in. Be sure to register for the show early so you'll get a free tee-shirt (see enclosed registration form). While enjoying the shade at the our club tent, pick up your name tags (see order form), and renew your membership.

LIVING WITH A TRIUMPH SPORTS

August 1, 1995 marks the silver anniversary of my relationship with Silver Blue (TR3). When I met her in 1970, she was a 13 year old who had as they say; "been ridden hard and put away wet". She featured homemade seat covers, black & white SHAG carpet, and a furnace room so grungy I didn't know the valve cover was chrome. Her body had plenty of lumps and blemishes and the front bumper sported an AGNEW sticker!

Still there was a hint of (if not elegance) class. And she was all there. ORIGINAL: top, side curtains, interior(- carpet), chassis, drivetrain, shocks, tools, and the owner's Instruction Book in the cubby box. She came from a nice neighborhood and she was cheap.....initially.

We've not been separated except for 2 weeks of body work....and only off the road for 3 months of engine rebuild. The body was put right in 1972, and since then we've stayed out of the snow and hail and a lot of the wet stuff.

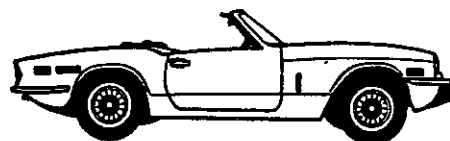
We've traveled together 81,000 miles in 25 years. Some journeys of length.....twice to Chicago, Indianapolis, Dallas, and a score of Ozark trips. There have been thrills: a couple of laps at the Indy speedway, trophies at national & regional meets, fast motoring in the Ozark hills, and Ken Richardson sitting in the driver's seat. There have also been a few mysterious and not so mysterious maladies of short duration, but I've never been stood up or let down by Silver Blue.

I've kept rather detailed records of maintenance procedures and expenses.....all receipts dates and mileage. I don't use the word "restoration" because she's been a viable motorcar since 7/27/57 and my desire has been to maintain her presence on the road. Of course that doesn't preclude dressing up with chrome wires, etc.

Some info I have gathered from these records might be of interest to fellow TR nuts. Total expense including purchase price is approaching \$8,000. Sounds frightening but divided by 25 is only \$320 per year. That doesn't include my labor....which for me is part of the enjoyment of ownership. MBA types would consider the current value in the equation, but of course mistresses shouldn't be sold.

The oil has been changed some 27 times and I'm currently using synthetic Mobil 1. Seven tune-ups spaced at 12,000 miles have kept her in good running order. I rebuilt the engine when the odometer read 123,000 miles. Current mileage is 146,000. In 1970 the reading was 65,000 and my 1st receipt shows a stoplight switch and 2 hood hinges.....I've not had to replace them since.

(continued page 5)



Several other parts have been replaced, though, some a couple of times:

| <u>ITEM</u> | <u>NUMBER REPLACED</u> | <u>AVERAGE SERVICE (MI)</u> |
|-------------------------------------|------------------------|--|
| Waterpump | 2 | 45K |
| Generator | 2 | 40K |
| Starter Drive | 2 | 40K |
| Brake pads & shoes | 2 sets | Replaced because of contamination....expect 50K+ |
| Clutch | 1 | 80K |
| Throwout bearing | 2 | 45K |
| Exhaust system | 3 | 2 Abarth lasted 25K each, Stebro stainless strong after 26K. |
| Dampers (shocks) Front | 1 pair | 75K |
| Rear | 1 pair | 125K |
| Fuel pump | 1 | 140K |
| Transmission Rebuild | 1 | 93K |
| Tires (set) | 2 | 50K |
| SU Carb overhaul | 1 | 100K |
| Radiator overhaul | 2 | 70K |
| Disc brakes pistons & seals | 2 | 104K |
| Rear brake cylinder (new & rebuilt) | 2 | 40K |
| Brake Master cylinder | 1 | 70K |
| Clutch Master cylinder | 3 | 35K |
| Clutch Slave cylinder | 2 | 35K |

It's easy to see that the hydraulic systems need the most frequent attention. Only the ancient and World's first Girling disc brakes are seeming immune. Silver Blue's rotors have never been turned!

The SU carbs have been relatively trouble free. If properly adjusted and clean gas and modern air filters are used, there is little to wear out. The fuel pump is also remarkable....it never failed, I just thought it was prudent to replace the diaphragm after 140,000 miles.

It's interesting to note that the cost of most parts has predictable doubled and tripled in 25 years, but others (e.g. spark plugs) are cheaper.

We've scheduled a trip to Illinois and Wisconsin this summer and in a couple of years Silver Blue will turn 40.....I'll keep you posted.

- Paul McBride

TEN YEAR'S AGO

Director **Gary Davis** announced the yearly schedule of club activities, and a busy calendar it was. **Bob & Marilyn McBean** hosted the "start of the season" party at their beautiful home. We all enjoyed food, drink, companionship, and their old radios!

Rick Torres held a swap meet for KCT and other British clubs at his shop. He and The Pit Stop gave some impressive door prizes to lucky winners. Editor **Richard Peak** won a brace of Lucas fog lights. (hey Richard, have they succumbed yet to the "prince of darkness"?)

Herb & Wanda Moore put on their fantastic pig roast and picnic at their yellow homestead in Windsor, MO. All participants received an "I'm a Triumph Nut" patch from Herb....which seemed not only generous.....but appropriate.

The 7th annual Ozarks tour was to the Truman Reservoir. **Gary Burge**, the trip coordinator, was roundly congratulated for his smooth planning.

Ten year's ago the club directory listed 88 paid up members. There were 3 influential new additions: **Mark Short** (from the high soc/eco Jag club) and **Ricci & Marice Ballesteros**.

Put a Triumph in your day! - *Paul McBride*

Curious Minds want to know.... Driving these low slung sports cars leads to many chips & scratches in the windscreen. Do the glass polishing kits you see advertised in the mail order catalogs really work? If you have any experience with these products please call Pat Fischer at 913/897-9543.

TECHNICALITIES

Randy Adkins requested that I write an article suggesting preparation ideas and a spare parts list for the up coming VTR National Convention trip. There are so many areas to cover that I will only mention the major groups and will not try to rebuild the entire car in this one article.

First and foremost on my list is **SAFETY!** Breakdowns are only an annoyance, but an accident can be very serious and affect many people. There are four major systems that directly affect how safe your car will be. First is the braking system. Check it completely for leaks, bad hoses, loss of fluid and unusual noises while stopping. Second is steering and suspension. Be sure the car handles properly and smoothly. Third are the tyres -- 30 year old Michelins may look great during the show but they will not stand the heat of highway driving. Watch the pressures in all tyres and **CHECK THAT SPARE** just in case you might need it. Forth is electrical, especially headlights, turn indicators and **BRAKE** lights. New wiper blades are also a good idea.

Second area would be fluids and lubricants. When was the last time the front wheel bearings were packed? Long drives are not that much different for the motor than around town. A basic tune-up and oil change should be all the motor requires. Check the fuel lines and hoses for signs of leaks or splitting and replace. If your car overheats around town, do not try a long trip until you have solved the problem. Minor oil leaks are not of concern and only affect your pride if discovered by others.

Spare parts to take along vary from car to car and the more you have the least likely you will need any of them. (continued page 7)

This is the famous Windsor Law which states:
Any thing you are prepared for will not happen.
Only the most unexpected problems will occur at
the least likely time! I suggest two lists for your
review:

Basic List:

Extra Oil & Brake Fluid
Points, Condenser, Rotor
Spark Plugs
Distributor Cap
Fan Belt
Fuses

Second Level List:

Water Pump with pulley
Generator with pulley
Coil and spark plug wires
Front Wheel Bearings
Radiator & Heater Hoses

Possibly the best insurance you can have is
traveling with other members and sharing the
wealth of spares that everyone will be carrying.
There is definitely safety in numbers! Have a
great drive and I hope to see a great
representation of KCT at Rockford!

- Gary L. Davis

NEW MEMBERS

**Welcome to our newest member (please come
out and join us!):**

Alan & Lisa Kidd
11900 Aberdeen
Leawood, KS 66209
913/469-9251

Ron & Mary Anne Denning
8218 North Overland Drive
Kansas City, MO 64151
816/587-8815 1980 TR7

Randy & Shelia McDonald
2328 North 75th Terrace
Kansas City, KS 66109
913/299-8344 1970 TR6

Michael & Betty Niemeyer
1321 North Hunter Drive
Olathe, KS 66061
913/764-8734 1960 TR3A

*Our newest member is courtesy of Dave & Gayle
Stringer: Nicholas Phillip Stringer checked into
the club on May 3rd at 7 lbs 13 oz. 19 1/2
inches. Congratulations!*

KC TRIUMPHS NAME TAGS - Deadline Aug 1, 1995

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 30th to: KC Triumphs, c/o Cynthia
Yin, 5224 Bluff Drive, Parkville, MO 64152*

COVALERT

A bill has passed the US Senate Environment and Public Works Committee (S.440) containing language which would authorize the use of funds from the Congestion Mitigation and Air Quality Improvement Program of the National Highway System to fund vehicle scrappage programs in the states. The scrappage program would be targeted at pre-1971 cars.

Council of Vehicle Associations urges members to contact the Surface Transportation Sub-Committee and express objects to the use of any money to fund scrappage programs. The chairman of the sub-committee is Thomas E. Petri, Republican of Wisconsin. He can be reached at:

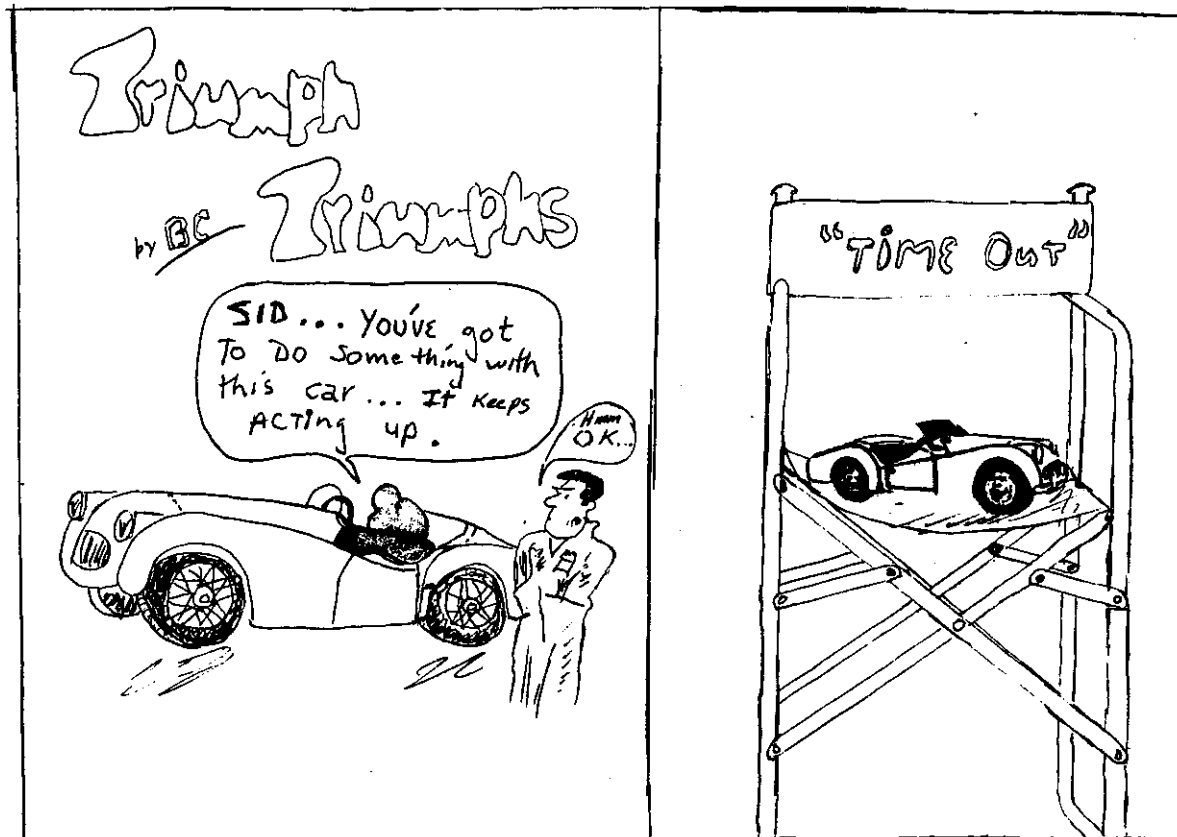
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Washington, DC 20515-1305
Phone: 202/225-6715
Fax: 202/225-4623

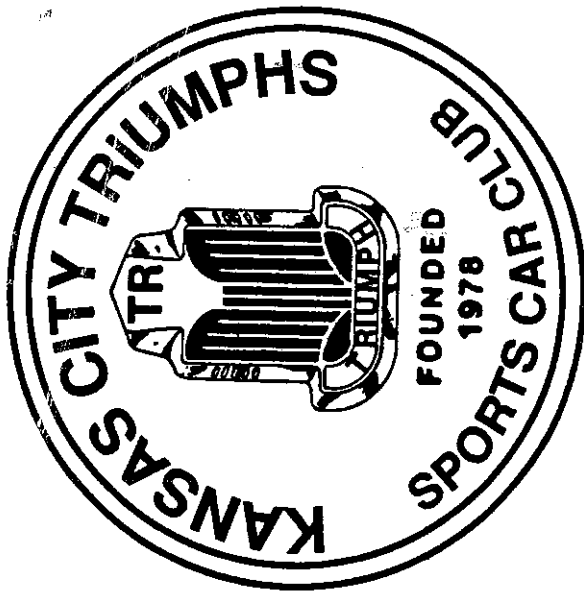
VTR TEE-SHIRTS

Gary Davis & Nanci Maloney have pooled their talents to create a tee-shirt celebrating the Kansas City Triumph Clubs participation in the VTR Meet. Gary designed the emblem and Nanci did the silk-screening. Everyone attending Rockford is encouraged to get a shirt so we can all wear them on a specific day at the meet. These unique shirts will cost \$7 - which just covers the production costs. Shirts will be available at our Club Night Out, Wed, July 19th at Tomfooleries.

OTHER HAPPENINGS

Heartland British Autofest, August 26-27, Featuring All British Autos and presented by the Quad City British Auto Club. Includes Show, Autocross, Door Prizes Swap Meet, Banquet & more. Contact Jim Brady 816/587-6754 for registration information/packets.





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

*Volume XVII - Issue ~~IV~~ VI
July - August 1995*

809 West 125th Terrace
Kansas City, MO 64145



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

I'd rather be driving my Triumph

KC TRIUMPHS

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| Club Historian | Paul McBride 913 441-0499 |
| Technical Editor | Gary Davis 913 441-2733 |

IT'S THAT TIME AGAIN (SO SOON?)

1996 Dues are due. Please stop by the club tent at the All British Meet or send \$12 check to:

Kansas City Triumphs
c/o Bernie Hoff Sec/Treas.
809 West 125th Terrace
Kansas City, MO 64145

Director's Notes:

The highlight of the past few months has to be the VTR National Convention held in Rockford, IL, July 26 -30. We were very impressed with the KC Triumphs Club representation. The heat, an evening rain and the tornado warnings did not keep our club from having a good time. (Who says you can not have a tug-of-war in the rain?) Our club participation did not go unnoticed by the Convention staff. At the awards ceremony we received special recognition for our outstanding enthusiasm. A big "THANK YOU" goes out to Gary Davis, Dawna Adams-Davis, Woody Underwood and Nanci Maloney for creating the club shirts for the convention. There were so many beautiful cars there that we decided we just had to take one home. We acquired a 1969 GT6 + that received 2nd place in its Concours class. Unfortunately, the owner would not include the trophy as part of the deal! With the latest addition we have three cars that make up our Triumph family but still not one has a back seat for Brooke!

In keeping with our club's enthusiasm, we hope to see everyone at the All British Car and Cycle Meet Labor Day weekend. We know club member Woody Underwood has worked very hard on planning an enjoyable time for all!

- Randy & Ann

PAST EVENTS

Camping at Smithville Lake, July 8-9. As usual Randy, Jim, Dan and Mike went up a day early to make sure the water was safe and the beer cold. The weekend turned out to be a great success for all those that attended. Besides camping we enjoyed boating and water skiing throughout the day. A BIG THANKS to the Adkins & Heimans for bringing their boat. Now if someone would have remembered the air conditioner.....

VTR Convention, Rockford, IL. July 26-30. The trip started off with the first group of cars leaving on July 26 led by our fearless speed racers, Paul and Margaret McBride. Wednesday evening we were treated to a pool party, appetizers and socializing. Thursday, the second group of club members made it up led by Gary and Dawna Davis. The convention included an autocross, barbecue, tug-of-war (way to go Charlie), breakfast rally, TSD rally, fun rally, craft, photography and coloring contests, People's Choice and Concours car shows, tech sessions and an awards banquet. The following club members were recognized for their achievements:

Autocross: Nancy Maas 1st, Jay Smith 3rd, Randy Adkins 3rd, Bill McDevitt 2nd, Jim Brady 1st. **Valve Cover Racing, Slalom & Drag:** John Maas 1st. **Arts & Crafts - Photo:** Melanie Hoch 1st. **Rally:** John & Nancy Maas 3rd (Fun), Jim Brady & Cynthia Yin 1st (TSD). **Participant's Choice:** Paul & Margaret McBride 1st, Bernie & Suzanne Hoff 3rd, Pat Fischer 3rd, Dick & Ann Woody 3rd, Randy & Ann Adkins 2nd, Jim Brady & Cynthia Yin 3rd, John Maas 1st (Valve Cover Racer). **Concours:** Gary & Dawna Davis 3rd, Mark & Vicki Canaday 3rd, Dave & Robin MacKintosh Silver Award. **Concours Class - Senior:** Bill McDevitt 1st.

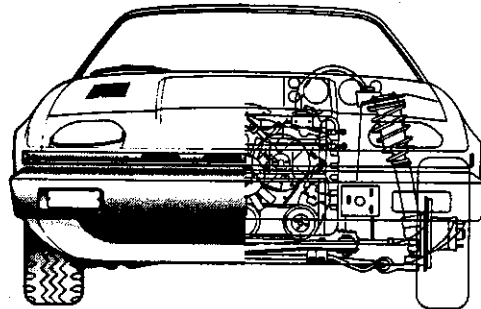
Bill McDevitt and Nanci Maloney helped judge the fine selection of cars in concours class. Greg & Lynn Virant made a side trip from the meet and were awarded 1st place in a regional chili contest. They now qualify for the Nationals!

This was the first VTR convention for several of our members and from their enthusiasm it probably won't be their last. A total of 17 KC Triumphs made the trip clocking collectively more than 20K miles with few mishaps. Many of the troubles can't be blamed on the cars: a bad tire & battery (Brady), two clogged fuel systems (Woody & Gibson), an "unengaged starter" (Adkins), a loose ignition wire and faulty water pump (Heiman).

Our hats off to the sponsoring club, the **Illinois Sports Owners Association**, whose hard work paid off in truly successful event.

Sonic/Movie Drive-In, Bergers and Fries go together as evidenced by this event's dozen car turn-out. The Perkin's joined us with their less than 10 miles on it rebuilt Morgan engine. The Taylors TR3A made the event this year and the Virant's made the trip all the way from Springfield, Neb. Now if Hollywood could just make a movie to justify a drive like that!

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UP-COMING EVENTS

KC All British Car & Cycle Show, KCI Sat/Sun, September 2-3, Your Club is responsible for the driving events at this year's meet and we need your help. Please call John Maas at 452-9097 and volunteer a couple hours of your time to help with the Autocross/Funkhana. We also need members to work shifts at our club tent to recruit new members, collect membership dues, and sell club jackets and patches. Please call Bernie Hoff at 941-0820. "Paper Graders" are needed for the tour; all you teachers call Jim Brady 587-6754 and volunteer. Remember to stop by your club tent and renew your membership (still a bargain at \$12). At the tent you can also purchase a limited edition Kansas City Triumphs tee-shirt while supplies last. See you there!

Annual Triumph Club Picnic, Sat., September 16, 3:30 PM, Pat Fischer is hosting this event at her "country house" in Stilwell, KS. (See enclosed map.) Those making a long drive are welcome to camp out overnight Saturday; bring your tent and gear. Indoor bathroom will be accessible. (The fire department will not allow a campfire.) For the picnic THE CLUB WILL provide pop, ice, beef brisket and smoked turkey from Fritz's Smoked Meats, rolls, plates, napkins and utensils. BRING: YOB, LAWN CHAIRS, a side dish (Suggestion: Last names A-H: salads or casseroles, I-M: dessert, N-Z: snacks or whatever.) CALL to RSVP on picnic and camping by **Sunday, September 10**, so we can order meat! Pat 913-897-9543

Lawrence Car Show, Sun., October 1st, This is one of our favorite shows of the year - we'll meet as usual at McDonald's on 87th & I-435 in Lenexa, KS at 8:30 AM. Point Person: Jay Smith

Chili Supper, Sat., October 28, 6:30 PM. Frank and Connie Andrews will be hosting the annual Chili supper at their home, 15315 West 93rd Terrace, Lenexa, KS. Please bring a dish or a pot of your secret recipe chili to share and BYOB. RSVP to the Andrews by calling 894-1376 and let them know what you will be bringing.

Saturday, November 18th, 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. 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 10th.**

OTHER HAPPENINGS

Fliers for several upcoming regional events are included in this newsletter. If you are considering going to one of these events please contact Randy Adkins at 587-2242. Randy will be "control central" and put you in contact with other members attending the same shows. Remember there's safety in numbers; especially when drive 20 year-old sports cars.

TEN YEARS AGO

The September 1985 newsletter was actually published late and included news of the All British Car Meet. Ricci & Marice Ballesteros chaired a very successful event with some 50 Triumphs in evidence. Gary & Nancy Garrett's TR4 and Stag, and Linda & Larry Birk's TR250 were winners in the concours. Bob McBean won the photo contest.

Eleven Triumphs participated in the Bastille Day Tour to the Elms in Excelsior Springs. T.R. & Joni Wilson headed up the excursion which included much feasting and a champagne toast to the Leighs for getting their TR3 back on the road.

New members from 10 years ago who are presently in the directory: Gary & Nancy Garrett, and David Sklenicka from Salina.

Note from the treasurer: Because of increased mailing and printing costs, dues are raised to \$12 per year!

Put a Triumph in your day! - Paul McBride

PRODUCT REVIEW

In the weeks before the VTR convention I had been driving the Triumph to work, and, frankly, the experience wasn't making me look forward to a long trip at the end of July. The heat coming into the interior off the transmission tunnel was enough to warm your average house. A common problem in TRs, you may assume that most of it is coming from the fire wall. This was clearly from the side, not from under my feet.

On a tip from David Stringer, I purchased foil backed insulation from JCWhitney and installed it under the carpet. The difference is dramatic! My original carpet pad had the appearance and consistency of a large brown dust bunny. It certainly was never intended for insulation. The English probably USE that trans. heat to warm the car. NOT necessary here in the Midwest summer.

You should remove the console so you can put the insulation under your trans. carpet all the way from fire wall to between the seats. Use the

carpet pieces as your patterns; you can cut the insulation with scissors. The trans. pieces can be a little larger at the sides if you want because they will be covered by the floor carpet. Yes, and put insulation under the floor pieces, too. These can be cut narrower than the carpet for appearance, but I cut the passenger's side longer so it goes about four inches up the fire wall beyond the carpet. The brake- and clutch-pedal mounting bracket prevents you from doing much extra on the driver's side. Cut holes in the insulation to snap your carpet back to the floor.

The insulation is about 3/8" thick, foil-backed, reinforced with fiberglass mesh. It's VERY easy to work with, shaping around curves and staying in place. I didn't even bother to glue it. A 48"x72" roll sells for \$24.95, and is on sale for \$21.95 in Whitney's recent catalog (cat. NO. 88JE, page 19). This is enough to do floor, trans. tunnel and have some left over. Thanks, David!

- Pat Fischer



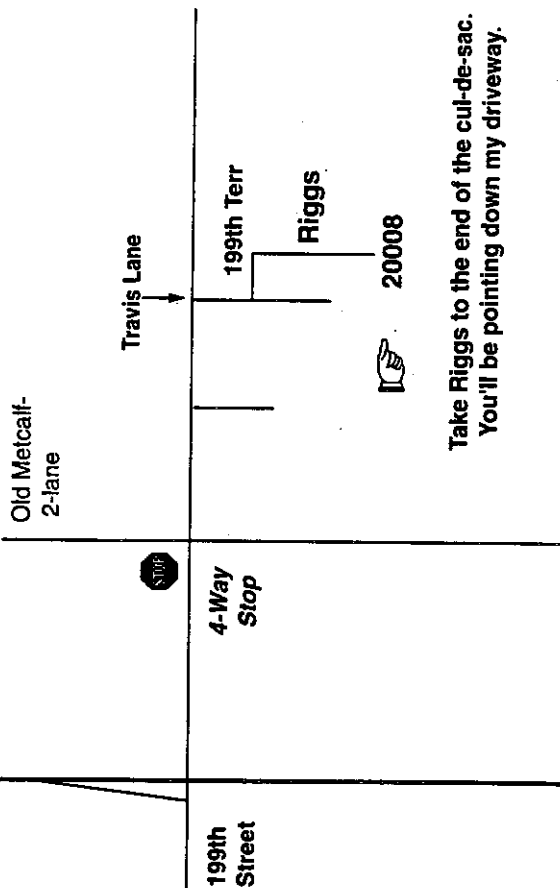
Overland Park / College Blvd.
Picnic 11 miles south.

Triumph Club Picnic Saturday, Sept. 16

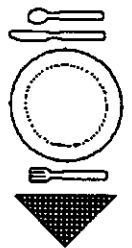
Bring lawn chairs, side dish (see paragraph under upcoming events),
BYOB.
RSVP by 8/10 to 913-897-9543

less than 1 mile

Metcalif-
69 Highway



Take Riggs to the end of the cul-de-sac.
You'll be pointing down my driveway.



MEMBERS FORUM

Thought you might want a report on two activities where my 1967 TR4A recently appeared.

On Father's Day the car went to the Stanberry (MO) Car Show. It was the only British car present and received many stares and comments. This is a very nice show with approximately 150 vehicles, many of which are trucks. The event staff takes good care of all entrants.

June 25 brought rain and the All British meet at Nebraska City's Steinhart Park. The Austin Healey Club made this an excellent event - now if only they could have stopped the rain. There were only five Triumphs present two of which were almost identical 1967 TR4As! If you have the opportunity to attend next year do so, as a nice time can be expected.

- Michael Robins, Maryville, MO

I've had an amazing bit of luck with the #1 problem of all British car nuts - I think I've solved the overheating problem! No new radiator, either, so I thought I'd pass this along -

Have you ever heard of "Jet-Hot" coatings? I had the exhaust and intake manifolds on my '74 TR6 done, along with a newly made pair of downpipes done in their glossy silver - mainly for looks - noting that their literature says it will help dissipate heat rapidly. Boy, does it! Last summer a day in the low 90's sent my temp. gauge over 200 even on the highway, and slow stop & go driving was worse. But this year, with the 100+ of this last week, driving every day 35 miles at noon, no more overheating - barely gets to between the 2nd and mid marks on the gauge, under 180 degrees! A miracle! they are not cheap, with the exhaust manifold alone at \$135 plus shipping - but it looks great and no heat worries is wonderful. Their toll free number is 1-800-432-3379. If anyone wants to talk to me about it ring me at 451-6157.

- Omar Conrad, Overland Park, KS

I have an original Triumph Spare Parts Catalogue for my 250. Over 300 pages long, it not only pictures every part but also CROSS REFERENCES TR250 parts to all previous Triumph models. (Including Herald, TR2, 3, 3A, 4, 4A, Vitesse, Spitfire 4 and several really obscure cars and trucks.) If you would like to have a copy of this book at the cost to have it photocopied and hole-punched, give me a call. I'll start a list of those interested. 913-897-9543.

-Pat Fischer, Stilwell, KS

Steve Lopes and Bill McDevitt recently attended the TRF Summer Party. From the enclosed write up it sounds like Steve had a good time despite troubles on the return trip. Along those lines, Steve is looking for suggestions/help from any experienced engine swappers in the club. Ring him at 913/842-7137.

CLASSIFIEDS

Miscellaneous Spitfire Parts (MK V) from a complete cylinder head to rear light assemblies. For a complete listing send a SASE to Sam Clifford, 1812 Overbrook Dr. Belden, MS 38826, or call Jim Brady 587-6754.

1967 GT6 MK1 - car comes with a truck load of spare Spitfire/GT6 parts. \$2000 for all. Call Randy Adkins 816-587-6754.

Free Used Tires, Michelin Red-Line 185X15 probably 10K miles left in them - or make good spares. Come get 'em before I throw them away. Omar Conrad 451-6157

1976 Spitfire 1500, complete and in fair shape, needs some restoration, \$1250 negotiable. Robert Felton 816-322-3125

Help Wanted:

Volunteer and help your club at the KCABCS - see page 3 for details.

The Roadster Factory Summer Party

Steve Lopes (913/842-7137)

"It was the best of times and the worst of times; it was a time of defeat and a time of Triumph."

-with apologies to Mr. Dickens

The Roadster Factory (TRF) Summer Party was a Triumph trump of all other Brit marques. I was almost embarrassed by our Coventry presence, but let the numbers speak for themselves. At the concours on a perfect rural Pennsylvania Sunday afternoon, Triumph ruled. Shining in the sun were 51 TR-6s; 32 TR-4s; 25 TR-2 & 3s; 24 Spitfires; five GT-6s and a nice bunch of TR-7s and 8s.

Our MG cousins were represented by 50 rubbers and chromes (plus six MGB-Gts), five Midgets, a few TD's (one for sale @ \$19,000) and three MGAs. A few MGB Rover V8s were amusing but not even an MG-TC was present. It was a day of Triumph for our marque.

The Sacred

The Best of Show was a stunning Triumph Italia with TR-3 & TR-4 running gear wrapped around a sensuous hand-built Italian coupe chassis that resembles a diminutive 1956 Lincoln Continental Mark I. Only 350 were built and 40 are still around. This specimen was perfect and reminded us of what the TR-4 might have been.

The Profane

With apologies to club purists, my personal Best was a 1972 red TR-6 fitted with a four-cylinder 1988 Ford SVO intercooled EFI 2.3 litre Thunderbird turbo with Ford Motor-sport roller cam, oversized valves and fully ported head attached to a heavy duty T-5 transmission. Owner/ builder Dale Knapke from Sidney, OH, was very generous with his experience building his factory option-quality project. Performance is stunning: quarter mile in the 14's and gas mileage in the 30's. After a 12,000 mile shakedown, no major problems. My hot rod heart is impressed.

Tech Sessions

Two excellent tech sessions were presented. Bill Sohl from Budd Lake, NJ, shared valuable information on "What is my Triumph (MG, etc.) worth?" TS Imported Automotive, Pandora, OH, offered a Used Car Buyers Guide that forces us to look at the hard issues in appraising our project cars.

The Saturday Drive

The 66 mile drive to Conemaugh Dam was on smooth winding country roads, most on Penna Route 56 recently resurfaced (thanks, TRF). Forty minutes into this stunning picture-perfect topdown drive, the Demons of Lucas opened the heavens and the tops went up. The whole weekend was spiced with T storms, wind and sultry heat.

Sunday on Philadelphia Street

As noted above, there were hundreds of Brit cars displayed on the main drag in quaint Indiana, PA, on a perfect sunny day. Big disappointments were: only 3 Big Healeys; 2 XK (a 120 & a 140) Jags; and few "misc" cars. This ain't no Kansas City All Brit on Labor Day, so be there.

The Ride Home

Things got interesting after I left at 3:30 PM and made my way along Interstate 70 in 105 heat index weather. A six-mile traffic backup on I-70 just into Ohio was the death knell for **200KTR7**. Sitting in the heat, first the clutch hydraulics failed, and before the day was out, oil pressure fell below the consistently normal level. In Zanesville, Ohio, the bearing staccato started and **200KTR7** gave up the ghost after 218,746 miles of faithful service.

Denouement

I would appreciate member observations/ suggestions/ recommendations on how best to restore my pride and joy. I intend to swap in a 1976 federal 2.0 litre Saturday, August 26, in order to get **200KTR7** to the KC All British meet. Any advice is appreciated.

INDIANA BRITISH CAR UNION PRESENTS:

INDY BRITISH MOTOR DAYS

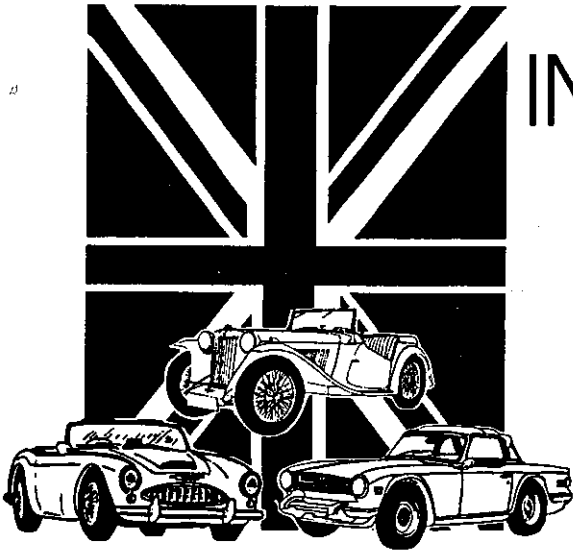
Featuring MG!

SEPTEMBER 22 - 24, 1995

AT

THE INDIANA MILITARY MUSEUM

Convenient access from Indy's Northwest side. Take the 71st Street exit, west to Marsh Road, then north 8 blocks.



WHAT:

The best multi-day, multi-marque British car show and swap meet in the Midwest has been improved yet again! And you thought that a people's choice concours d'elegance with awards of merit, dash plaques for the first 200 cars, door prizes, the best food possible with the "Diamond in the Rough" category for those who feel that "show" is a four letter word was enough?

Back by popular demand, the night before the night before Friday evening at the Fairfield with expected Hoosier hospitality. Then Saturday morning the literature and scale model swap meet followed by a fun rally/tour of Indianapolis topped off by a buffet. Then the traditional night before at the Fairfield Inn. Munchies and liquid refreshment provided, of course. New this year - to counter all those nasty comments about random class assignment - our first featured marque, MG! Six exclusive MG classes. And it's still modular, Saturday, Sunday or both!

Sponsored by the Indiana British Car Union. All British cars/motorcycles/clubs/memorabilia/whatever welcome.

WHERE:

Our first revisited location! It had to happen sooner or later. An exclusive private showing of the Indiana Military Museum's tanks, personnel carriers and war birds.

WHEN:

Friday, September 22: Night before the night before and registration 6:00 - 9:00pm at the Fairfield Inn.
Saturday, September 23: Scale model and literature swap meet and late registration 8:00 - 11:00am at the Fairfield Inn. Rally/tour 11:00 - 4:00. Buffet meal with awards presentation 4:00 - 7:00. Night before get together 7:30pm to ??? at the Fairfield Inn.
Sunday, September 24: 8:00am vendor registration, car registration 9:30 - noon, people's choice judging 11:00 - 2:00. Awards presentation 2:30. Pre-registration until September 10.

COST:

Friday & Saturday only: \$15 registrant, \$10 each co-registrant (includes buffet), pre-registration necessary!
Sunday only: \$7 Pre-registration per car by September 10 (\$10 at the gate). \$25 Sell or swap space, 10' x 20', by September 10 (\$35 at the gate). Parking for non-registrants, \$3/car. Spectators free. Food and beverage will be available on site.

ACCOMMODATIONS:

For out of town guests, we have arranged special rates (\$42.95 plus tax) at the Fairfield Inn, 8325 Bash Road. Easy access from I-69 & I-465. Call (317) 577-0455 for reservations and mention the British Car Meet!!!!

REGISTRATION - PLEASE MAIL BY SEPT. 10

Name _____

Address _____

City/State/Zip _____

Phone, Best time to call? () _____

Marque Entered _____ Model _____ Year _____

- Model and literature swapmeet participant (Saturday)
- Saturday rally/tour/buffet
- Sunday swapmeet participant
- I'd like to help

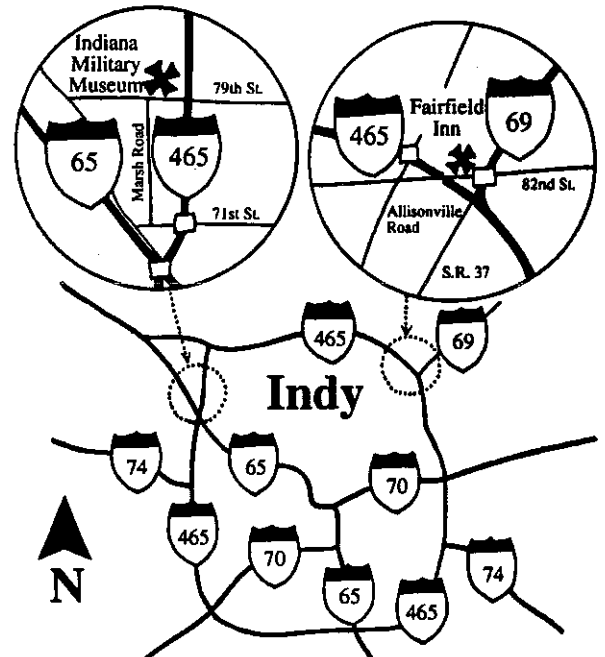
Check all that apply

Friday/Saturday only: \$15 registrant, \$10 each co-registrant(s), pre-registration necessary!

Sunday only: \$7 Pre-registration per car by September 10 (\$10 at the gate). \$25 Sell or swap space, 10' x 20', by September 10 (\$35 at the gate)

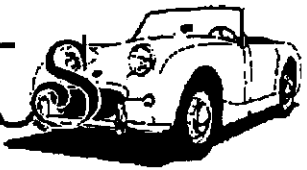
Both Days: \$20 registrant, \$10 each co-registrant(s). Add \$15 for Sunday swap space

Checks payable to: Bill Gallihugh, Registrar, 2114 Pinehurst Drive, Carmel, IN 46032 - or call Jeanie Kolb (317) 782-3752





Sprite Lights



**All-British
Car Show**

Sunday, October 8
~~Saturday, October 9~~
Lincoln Public Schools
Administration Bldg. Lot
5900 "O" Street

**Registration Begins at 1 p.m.
No registration fee!**

**All-British
Car Show**

**Bring Your
Sprite
Triumph
MG
Austin-Healey
Jaguar
Singer
or any other LBC
(Leaky British Car)**

Prizes will be awarded for: Popular Choice,
Diamond in the Rough, Farthest Distance and Largest Oil Leak!

**Last year 35 LBCs came to our event--
won't you bring yours this year?**

For more information, contact:
Jim Danielson or Barbara Rixstine
Nebraska Spritelights
402/464-3733 or
e-mail: rixstine@unlinfo.unl.edu

**All-British
Car Show**

14th Annual British Car and Cycle Show

Range Rover

BSA

TRIUMPH

Bentley

Lotus

Land Rover



Norton

Rolls-Royce

Saturday, September 16, 1995

Creve Coeur Park in St Louis, Missouri

Class Trophies, Chairman Choice Awards, and Door Prizes

- Also -

**Raffle Drawing for a restored 1980 MGB
with all proceeds benefiting Giant Steps Autistic School for Children**

14th Annual British Car and Cycle Day

Sept 16th, 1995 at Creve Coeur Park in St Louis

Directions: From I-270 in West St Louis County, take Dorsett Rd exit and go west. Dorsett will end at Marine Ave, take a right on Marine and go down to the lake. Show will be on right. Starts at 9am and goes till 4pm.

Host hotel is the Westport Park Best Western Hotel. Show rate is \$59 per night. For registration call 314-291-8700. Must mention British Car Show/MG Club to receive special rate. Hospitality Suite will be open Friday and Saturday.

Raffled Fully Restored 1980 MGB to be awarded at show!!!

Chairman's Choice Awards, Diamond-in-the-Rough, Door Prizes, and much more!!!

Registration Fees:

| | | |
|---|---|---|
| Car/Cycle #1 \$10 ____ (\$12 day of show) | Sunday Rally: Free ____ | Dash Plaques free to first 250 entrants |
| Add car/cycle \$10 x ____ = ____ | Rally Breakfast: Free ____ | |
| | | |
| T-shirt \$10 x ____ = ____ | Vendor spaces \$15 ____ (20' x 20') | |
| (sizes: S M L XL XXL) | "For Sale" cars \$10 ____ | |

Name: _____ Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Club Affiliation(s): _____

Vehicles Registration:

Vehicle #1 - Judging Class _____ Year: _____ Type/Model: _____

Vehicle #2 - Judging Class _____ Year: _____ Type/Model: _____

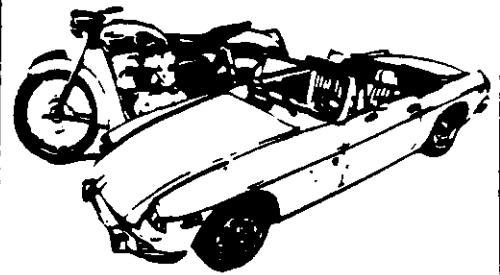
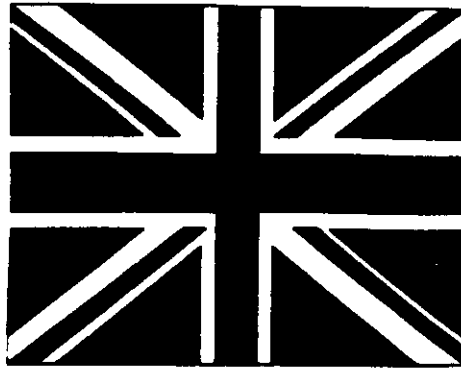
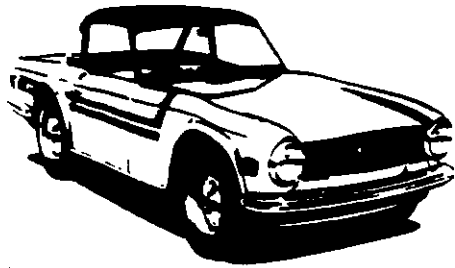
Judging Classes*:

- | | | | |
|------------------------------|-----------------------------|------------------------------|---|
| A Austin-Healey 100-6 & 3000 | J MG Midgets/AH Box Sprites | S Morris/Austin/MG Sedans | CC British Cycles 1970-95 |
| B Austin-Healey 100-4 | K Morgan | T Morris/Austin/Cooper Mini | * If there are less than three cars pre-registered in a class, then the cars in that class will be placed in either X or Y classes. If three like models pre-register from a non-listed marque, it will be added. |
| C AH Sprites (Bugeye only) | L TR2-3 | U Lotus | |
| D MGA 1500 | M TR4-4A-250 | V Sunbeam | |
| E MGA 1600 | N TR6 | W Rolls-Royce/Bentley | |
| F MGB Chrome Bumpers | O TR Spitfire & GT6 | X British Sports | |
| G MGB Rubber Bumpers | P TR7/8-Sedan-Stag | Y British Saloons | |
| H MGB-GT (all) | Q Jaguar Sport Cars | AA British Cycles 1959/older | |
| I MG T-series | R Jaguar Saloon Cars | BB British Cycles 1960's | |

RELEASE: Neither I nor my heirs will hold the MG Club of St Louis, it's organizers, sponsors, or any affiliated organizations/individuals liable for any personal injuries or damages to me or by me, my party or car, while engaged or traveling to and/or from this event.

Signature (required) _____ Print Name _____ Date _____

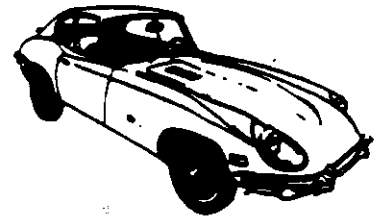
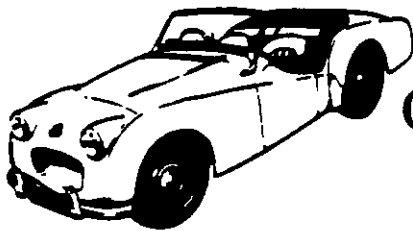
Mail registration forms to: John Mangles, 31 Canyon Ct, St Charles, MO 63303 (314) 939-9338
(make all checks payable to the MG Club of St Louis)



2nd. ANNUAL GREEN COUNTRY ALL BRITISH CAR AND CYCLE SHOW

IN

OWASSO, OKLAHOMA
SEPTEMBER 23, 1995



FEATURING THE CARS AND CYCLES OF GERMANY AS SPECIAL GUEST COUNTRY



Sponsored by



FRED JONES



JaguarPorscheSaab



Official Chapter of the
Vintage Triumph Register

**JONES
BRITISH
SPORTS CARS**

RAYOLA PARK

WEST SERVICE DRIVE TO HWY. 169
BETWEEN 76TH ST. NORTH & 86TH ST. NO.
OWASSO, OK.



City and Merchants
of Owasso

This is an invitation to all British car and cycle owners to join us for the 2nd All British Show in the Green Country area of Oklahoma. The participants will judge all cars on voting ballots that will be included in your welcome package.

- First, second and third popularity awards will be presented for each class. Three of a marque are required for a class and three models within a marque to constitute a model class.
- Set up is from 8:00 am to 11:00 am. Voting is from 11:00 am to 2:00 pm. Awards are from 3:00 pm to 4:00 pm.
- Special Hotel Rates. Call Green Country Triumphs for more information on the special "All British Show" rates.
- Free to the Public. On site concessions.

For More Information Contact:
Green Country Triumphs
13415 So. 127th E. Ave.
Broken Arrow, Ok. 74011
918-455-8993

GREEN COUNTRY ALL BRITISH CAR & CYCLE SHOW

RAYOLA PARK

SEPTEMBER 23TH, 1995

Return Registration Form to: Green Country Triumphs, 13415 S. 127th E. Ave., Broken Arrow, Ok. 74011

Name _____

Address _____

City _____ State _____ Zip _____

Phone () _____ Club Affiliation _____

Vehicle Registration

Vehicle #1 _____ Judging Class _____ Year _____ Type/Model _____

Vehicle #2 _____ Judging Class _____ Year _____ Type/Model _____

Vehicle #3 _____ Judging Class _____ Year _____ Type/Model _____

British Judging Classes

- | | | |
|---------------------------------|------------------------------|------------------------------|
| A. Aston Martin | L. Triumph TR4/4A/250 | W. Sunbeam Tiger |
| B. Austin-Healey 100-4 | M. Triumph TR6 Chrome Bumper | X. Rolls Royce/Bentley |
| C. Austin-Healey 100-6 & 3000 | N. Triumph TR6 Rubber Bumper | Y. British Saloon |
| D. Austin-Healey Bugeyes | O. Triumph TR7/8 Sedan/Stag | Z. British Sports |
| E. MG T Series | P. Triumph Spitfire/GT6 | AA. British Race Prepared |
| F. MGA | Q. Jaguar Sports | BB. British Motor Cycle Open |
| G. MGB/C Roadster Chrome Bumper | R. Jaguar Saloon | BA. Matchless |
| H. MGB Roadster Rubber Bumper | S. Morris/Austin | BB. Norton |
| I. MGB GT/MGC GT Series | T. Rover | BC. Triumph |
| J. MG Midget/AH Sprite | U. Lotus | BD. BSA |
| K. Triumph TR2/3 | V. Sunbeam Alpine | BE. Vincent |

Guest Country - The Cars and Cycles of Germany

(German Judging will be People's Choice)

(Five Favorite Cars and Three Favorite Motor Cycles)

REGISTRATION FEES

Car #1 @ \$ 15.00 \$ _____

Car #2 @ \$ 10.00 \$ _____

Car #3 @ \$ 10.00 \$ _____

Total Amount Enclosed \$ _____

(Make Checks Payable to Green Country Triumphs)

(Commemorative Dash Plaques for 1st 100 vehicle registrations)

Hold Harmless Agreement

Whereas owner voluntarily enters his/her vehicle in the 1995 Green Country All British Car & Cycle Show, it is agreed as follows: 1. That the owner(s) will insure his/her vehicle against loss, damage and liability and will provide proof of such insurance being in full force and effect to the Green Country Triumphs and Rayola Park. 2. That the owner(s) do(es) hereby agree to indemnify and hold harmless the Green Country Triumphs and the Rayola Park, its officers, agents or assigns for any acts or omissions which may result in the act, damage or destruction or injury occurring during or as a consequence of this event, wherever located. 3. That the owner(s) in attending this event does so voluntarily and agrees and assumes the risk of any and all damage to his/her vehicle or injury to his/her self.

Owner(s) Signature _____ Date _____

Vehicle Insured with (company) _____ Policy # _____

*You are cordially invited to the annual
Kansas City Triumphs Sports Car Club Dinner*

*Saturday, November 18, 1995
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 Kiev
Baked Potato
Fresh Sautéed Vegetables
Hot Rolls/Butter
Brownie Ala Mode
Choice of Beverage - coffee or tea*

\$40 per couple / \$20 single

*Secure your reservation for the dinner by sending a
check made out to*

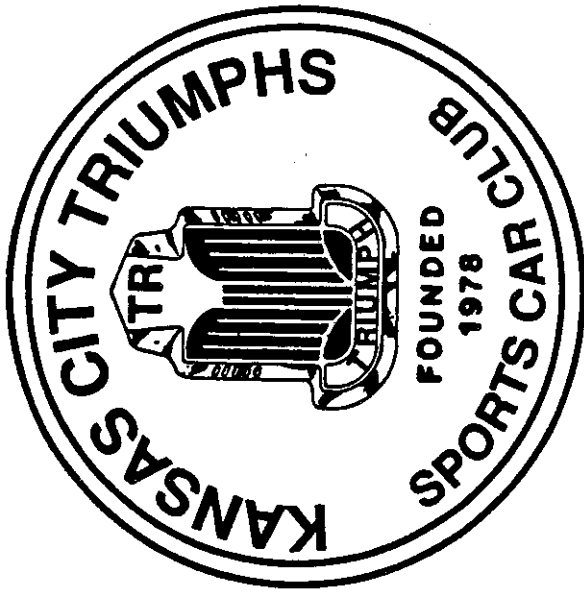
K.C. Triumphs

Deadline: November 10th

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

816 587-2242

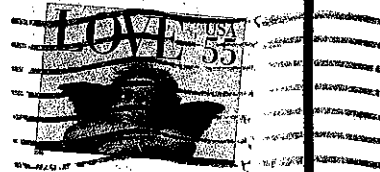
Please note that reservations are non-refundable.



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

*Volume XVII - Issue V
September - October 1995*

809 West 125th Terrace
Kansas City, MO 64145



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

I'd rather be driving my Triumph

KC TRIUMPHS

Your Club Officers:

| | |
|-------------------------|---------------------------------------|
| Director | Randy & Ann Adkins 816 587-2242 |
| Assistant Director | Jay & Laura Smith 816 468-8483 |
| Secretary/ Treasurer | Bernie & Suzanne Hoff 816 941-0820 |
| Publicity | Cynthia Yin 816 587-6754 |
| Newsletter Editor | Jim Brady 816 587-6754 |
| Membership | Margaret Luthy 913 649-8737 |
| Club Historian | Paul McBride 913 441-0499 |
| Technical Editor | Gary Davis 913 441-2733 |

Warning....Warning...Warning....

Reservations for the Annual Dinner must be made by **November 10th**.....Call Ann Adkins, 587-2242, and secure your place...



Director's Notes:

The fantastic colors of autumn are here! The past few weeks have been excellent for a convertible drive in a British sports car. If you have not had the chance we highly recommend putting the top down and heading to Weston, MO. The fall foliage is a sight to see! While your there visit the Red Barn Farm and pick out a pumpkin and a some apples.

The All British Meet was a great success. We would like to applaud our very own Woody Underwood, 1995 Meet Chairman, for his dedication in making the show a memorable event! Special thanks also go to all the KC Triumph Club members who pitched in and did what needed doing. It takes a great amount of teamwork to make this event successful. "Thank You" to everyone who was involved!

Remember the annual dinner is November 18th (more details in this newsletter). We invite everyone to bring your favorite picture of your Triumph for display. Also if you have any snapshots of past club events that you would like to pass on to club members, bring em' along. We will be presenting the club participation award after dinner....will you be the lucky winner???????

We wish you a safe and TRIUMPHANT holiday season!

- Randy & Ann

PRODUCT REVIEW

In the July-August issue of this newsletter I asked if anyone had experience they could share about glass-polishing products. That query was answered with a call from club member Terry Hunsinger, who even offered to let me use the products. He also offered, in a VERY diplomatic way, to help me polish my windshield "for a true, accurate test," for better journalistic authenticity, I suppose. He was right; glass polishing with an electric drill takes more strength than I have.

1) Part #1919 Glass Polishing Kit from Eastwood (\$19.95): The copy in the catalog says, "Repair scratches too light to be caught with your fingernail." They're right about that. My TR's windshield has caught a lot of abuse, and especially annoying was a fine halo from the wipers making night visibility poor with oncoming headlights.

While the polishing process removes those, it also makes anything it doesn't polish away more visible. So, it has improved my night driving vision with a trade-off of appearance. I'd say it's about 50-50. Don't regret doing it (seeing IS pretty important), but it's a decision you'll have to make for yourself. I won't unconditionally recommend it. Terry had used it in another situation where it worked with very light scratching, so you might want to talk to him about it.

2) Novus 1 (\$4) and Novus 2 (\$5) plastic polishes from The Roadster Factory: A happier report comes from these cleaning products for plastic, including convertible top windows. Novus 2 is used first, to clean and remove light scratches, and I was particularly impressed with this cleaner because it removed a lot of dirt from my convertible windows even though I had just hand-washed the car. The plastic windows are clearer

than they have been since I bought the car in 1986. (Same top.) Then you follow with Novus 1 to protect the plastic. Both products work just great. I highly recommend them. TRF also sell a Novus 3 cleaner (\$6) to remove heavier scratching. I didn't test this, but if it works as well as the other products, you couldn't go wrong if your windows are scratched from being folded.

Thank you, Terry, for your help on my project.

- Pat Fischer

CLASSIFIEDS

For Sale:

All British Sweatshirts they never go out of style - great for those cold winter evenings. \$35 sizes thru XXL Woody Underwood 523-8356

Spitfire Parting out 1964 & 1968 Spits (no drive trains) plus lots of early engine parts Call w/ needs Bill McDevitt (913) 823-9301 (Salina, KS)

TR3A Parts- engine, carbs, transmission, suspension, body parts, more call w/ needs (402)292-0412 (Omaha)

1980 TR7 Conv. 79K miles, British blue, cold AC, AM/FM/Tape \$3500. Wm. McAllister 353-2248

1966 Sunbeam Alpine, completely overhauled, for details call John Halin at (615) 355-9290 (Tenn)

Information Wanted:

I want to have my TR3A gauges rebuilt. Any information on possible vendors (good & bad) is appreciated. Jim Brady 587-6754

This may be your last newsletter!

If your mailing label on this newsletter has a DUES PAID - NO on it, your name will be dropped from the club roster after this issue. 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:
Randy Adkins, 8002 NW Hwy. Parkville, MO 64152***

PAST EVENTS

KC All British Car & Cycle Show, September 2-3. The weekend started out cool but quickly heated up as the lawn of the KCI Marriott hotel was invaded by British marques. Our club did a fantastic job at putting together the Autocross and Funkhana due to the hard work of John & Nancy Maas. We recruited several new members and visited with some that we have not had the fun of partying with for awhile.....Welcome and Welcome Back! Congratulations to the following club members on their awards:

Autocross:

Heat 1 Randy Adkins GT6 35.5
Bill McDevitt Early Spitfire
Heat 2 Cecil Wise Early Spitfire 36.5
Kevin Brown TR6 31.4
Abner Pervey TR4 34.5
Heat 3 Jim Danielson Spitfire 34.8
Mark Canaday TR3 34.4
Heat 4 Frank Magnusson GT6 35.6
Harry Price TR3 34.4

People's Choice:

TR3: 1st Mark Canaday
2nd Gary Davis
3rd Paul McBride
TR4: 1st Vicki Canaday
TR6: 1st Kaye Perkins
3rd David Mackintosh
Spitfire 1st Bill McDevitt
Grunge Award: Mark Guenther

Club Picnic, September 16 Jim, your editor always writes, bless him, a cheery wrap-up of past events. I will sum up the picnic by saying that 15 of us ate too well, strolled the estate and enjoyed the great weather. (Labor Day was sweltering; the Saturday prior to the picnic was so chilly I was planning a backup fire in the fireplace.) I took the opportunity to bake rolls for our sandwiches, and passed around one tray hot from the oven. I've never accomplished that for guests and a clean house, too. People politely told me that the yard "had potential." I take that as a compliment. Four cars left at the setting sun for a driving tour of the Stilwell area on my favorite

sports car road, past a few buffalo and the Overland Park Arboretum. "Thank you" to the brave souls who ventured so far to attend. You're welcome back any time! - Pat Fischer

Lawrence Car Show, October 1. This is one of our favorite shows of the year. The British caravan of Triumphs and MG's made its way to Lawrence rather swiftly this year. After we displayed the cars we headed for the usual hot spot...the FreeState Brewery!

UP-COMING EVENTS

Saturday, November 18th, 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. This jacket & tie event is always fun. Bring your scrapbooks and photo albums so we can reminisce about good times gone by and start studying for the TRivia game; but first RSVP to Ann Adkins at 816/587-2242 by **November 10th**.

Saturday, December 2nd, 11:30 AM, Bikes for Tots - This isn't on our master schedule, but, in this organization you have to be flexible (and besides it's a good cause). If you're tired of wrenching on you British Car come join us fix bikes that will be Christmas presents for disadvantaged kids. We'll meet for lunch at Winsteads, 1628 Burlington, NKC, at 11:30 AM. After lunch we'll drive two blocks east to the bike repair center (200 E. 16th Ave). All tools and spare parts are supplied so just bring your enthusiasm - remember working on your bike as a kid ?....Point person: John Maas 452-9097.

Wednesday, December 13th, 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 enjoy the Plaza Lights. Point Person: Randy Adkins 587-2242.

THE CULTURE CORNER

Triumph, How Do I Love Thee?

I love the way that, in replacing the choke cable, I had to remove 2 heater air hoses, a heat vent, a brace, and the glove box to reach the hole in the fire wall that the cable goes through.

I love the way the Victoria British city counter staff know my voice over the phone: "This is Pat, right?"

I love the gentle reminders that you need servicing: Those little out-of-the ordinary drips on the floor or inside the car. Is that your oil or your brake fluid? And is it actually more drips than usual?

I love the way, when I'm feeling a little deprived, I can call The Roadster Factory almost 24 hours a day and buy you a new part. On plastic.

I love the way my non-car friends, who think I'm crazy to own you, haul me around for your sake. (They're good people.)

I love the way it makes me feel to take an old rusted or cracked or torn or frayed or faded part off and put a new one on. I still have a lot to look forward to there.

I love that you're so small that I had to find an older Jiffy Lube location that had a bay narrow enough that you wouldn't fall in.

And I love the way you're sitting down there, waiting in the climate-controlled garage I give you, ready to take me away down the road. Away down the road, any road, where the going is everything, and where I am always generously repaid.

- Pat Fischer

Advance Notice:

Mark your calendars for the 1996 Planning Meeting, which will be held Friday, February 2nd, details in January newsletter. Call Randy & Ann (587-2242) with your event suggestions....

World Wide Web

Interesting places to explore:

The Vintage Triumph Register:

<http://www.sanders.com/vtr/vtr.html>

World Wide Wedge:

<http://www.team.net/TR8/TR8.html>

Rimmer Brothers:

<http://taz.ecs.soton.ac.uk/rory/Rimmer.htm>

(Send additional suggestions to:

JAMES.S.BRADY@SPRINT.SPRINT.COM)

Treasure's Report

STATEMENT OF INCOME AND EXPENSES

| DATE | DESCRIPTION | AMOUNT |
|-------------------------------|--|----------------|
| 1/19/95 | Fund transfer - begin bal | \$ 1866.09 |
| EXPENSES: | | |
| | Office supplies, printing & postage (excluding newsletter) | 244.86 |
| | Newsletter expense | 437.52 |
| | Flowers, cards & condolences | 193.24 |
| | club parties & expenses | 182.34 |
| | Prizes and trophies | 43.24 |
| | Legal and misc expenses | 42.00 |
| | VTR commemorative tee-shirts | 196.00 |
| | VTR panoramic photo | 330.00 |
| | Cash advances & prepaid expenses | 150.00 |
| | Bank service charges | 39.00 |
| | Total Expenses | 1858.20 |
| Revenues and Receipts: | | |
| | Sales - Name tags, badges, jackets & patches | 39.00 |
| | Sales - VTR panoramic photo | 331.50 |
| | Sales - VTR Commemorative tee-shirts | 140.00 |
| | Cash reimbursements | 50.00 |
| | Advertising receipts | 40.00 |
| | 1995 Club Dues (since 1/19/95) | 198.00 |
| | 1996 Club Dues paid (61) | 732.00 |
| | Annual Banquet Dinner (prepaid) | 160.00 |
| | Total Revenue | 1690.50 |
| | Check account balance 9/30/95 | \$ 1698.39 |

TECHNICALITIES

In the ideal world, a replacement part could be purchased, installed, and work properly without complications. That is the ideal world! In the real world a replacement part is purchased, possibly installed easily, and with great luck will work adequately. With American cars the challenge comes in finding the correct part because the manufacturer changes designs almost yearly. With our Triumphs, the manufacturer never changed anything for years, but there are many different suppliers of parts. The case in point this month is water pumps.

Specifically, I will address the TR2-4A pumps but I am sure the 6 cylinder and Spitfire owners may encounter the same situation. First is fitting the old pulley to the new pump. Normally the pulley can be removed by simply removing the nut and washer and then reinstalling the nut. You will note that the nut is smaller than the shaft and will fit through the pulley. Hold the pulley in one hand and tap the nut with a soft headed hammer. Prying on the pulley is not recommended and a wheel puller may break the thin edge of the belt slot. As the nut disappears inside the pulley, it should loosen enough to remove by simply pulling. If you use this method to remove the pulley for cleaning or painting, be sure to tap the impeller end of the shaft to ensure that the shaft has not moved in the bearing. If it has, the seal will not work properly and the pump will leak! This I can assure you!

Take the pulley with you when you purchase the new pump. There are two different sizes of shafts available and the key-way is wider on the small shaft units. Fit the pulley to the new unit and tighten it completely. Now turn the pulley and check for any point where the pulley touches the housing. If it does, **remove the pulley immediately!** You must grind or file the casting until the pulley no longer touches at any point.

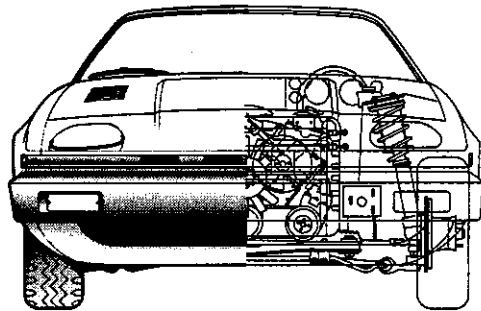
If you do not, this is what will happen. It will not simple wear away the problem area as you might think. Instead, the pulley will shift slightly with each rotation and both the housing and pulley will begin to wear. The combination of hitting the housing and becoming out of balance will cause the pulley to shift more with each revolution. The continuation of this situation is disastrous. The pulley will be destroyed and the pump may sustain permanent damage. At first you will only hear a sort of squeak coming from the motor and it may sound like a generator bearing. Soon you will feel the vibration in the motor and the

noise will become a loud, grinding sound. By this time it is too late and you will need a new pulley and possibly a pump. How long it takes to destroy the pulley depends on how much it touches the housing to start with. Mine didn't make it more than 100 miles on an Ozarks trip. Dan Heiman made it to Rockford, 500 miles, before the noise became unbearable.

The new pumps are now made in India or Taiwan and others were made in the US and England. Each one I have has a slightly different casting for the housing and nearly all have required some grinding to clear the pulley. One other word of advice is to install the one bolt in the pump prior to installing the pulley and tighten all three bolts at the same time to avoid breaking the flange of the pulley. You can install the pump first and then install the pulley, but it will be very difficult to grind or file the housing in the car. Good luck and I hope this will save someone a lot of trouble.

- Gary L. Davis

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- ✓ Fastest Service
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- ✓ No Risk Shopping
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TRIUMPH • AUSTIN-HEALEY • MG • JAGUAR

Welcome New Members:

Jim & Shirley Merrick
206 E Wayne
Salina, KS 67401
913-825-8472
1973 Spitfire

Jeff Shaw
11020 NE 136th St.
Liberty, MO 64068
816-792-8397
1963 TR4

Abner & Kathyne
Perney
1705 Glen
Salina, KS 67401
913-827-0722
1965 TR4

Roy & Brenda Wyatt
11412 N Cherry
KCMO 64155
816-734-5251
1974 TR6

Steven & Sandy
Breedlove
17131 242nd Street
Tonganoxie, KS 66086
913-845-2852
1959 TR3A

Chris & Cynthia Ascher
10234 Monrovia St.
Lenexa, KS 66215
913-888-6797
1972 Spitfire

Allen & Julie Carter
204 Duck Road
Grandview, MO 64030
816-765-3758
1978 Spitfire

Donald & Sally Steck
6810 Bluejacket
Shawnee, KS 66203
913-962-9149
1973 TR6

Paul & Elaine Linden
10409 W 93rd Terr
Overland Park, KS 66214
913-599-4039
1979 Spitfire

Bill Foster
7600 SM Pkwy #411
O.P., KS 66202
913-362-5969
1971 Spitfire

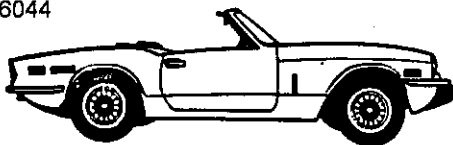
Bob & Diane Doyle
10205 NW 72nd St.
Weatherby Lake, MO
64152
816-587-1497
1959 TR3A

Edwin Metcalfe
403 Barnett
KCMO 66101
816-621-2234
1976 Spitfire

Mark Guenther
Carol Lundergun
3836 Colonial Drive
Lee's Summit, MO 64212
816-246-0116
1968 GT6

Charles Guenther
1261 SE State RT. V
Polo, MO
816-354-2476
1969 GT6, 1967 GT6

Ken McGrew
Laurie Kestell
805 Ohio St. # 4
Lawrence, KS 66044
913-838-3412
1980 TR7



TEN YEARS AGO

November 1985, the Royals were # 1 and KC Triumphs were flourishing with 105 members who owned 116 Triumphs! - 44 were side curtain TR2s & 3s, 34 TR250 5 & 6, 19 TR4 & 4A and 10 Spitfires.

Larry & Linda Birks hosted a picnic at their ranch somewhere south and east of Louisburg. A large contingent of hungry TR folks stomped the "back forty" until the fires were hot and appetites satisfied.

The St. Louis All British Car meet attracted many KCTers and other KC British car fanatics. Twelve British Cars (from a 1937 Bentley to a TR7) motored in caravan on the I-70 trail to a weekend of partying and politically incorrect activities. Naturally we all found success in our pursuit of happiness, and large trophies were won by Ricci & Marice Ballesteros, Paul McBride, and Rick Torres.

Newsletter Editor Richard Peak compiled an extensive list of appropriate Christmas gifts for the Triumph NUTS Hint, Hint, to significant others.....

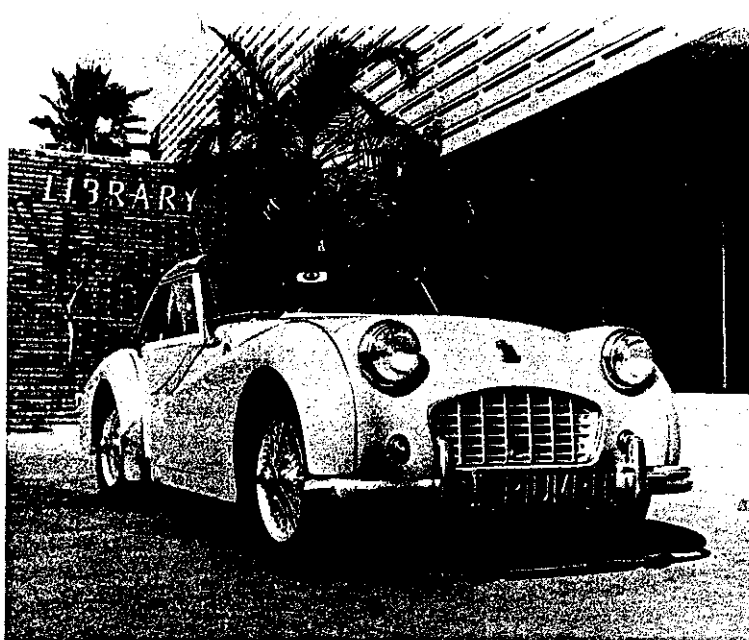
Put a Triumph In Your Day!

- Paul McBride

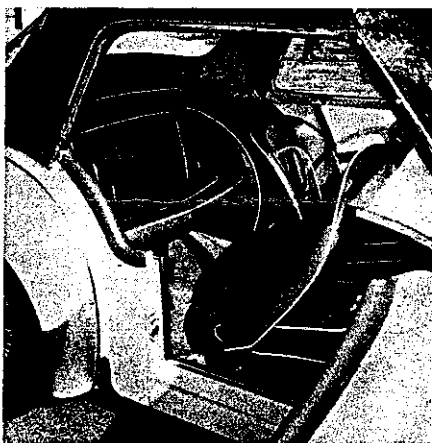
THIS JUST IN....

The Chili Party hosted by Frank & Connie Andrews was a resounding success with four varieties of chili to chose from and lots of desserts to sample. The socializing wasn't too bad either. Special guest John Goans entertained us with stories and memories of his 1950's sports car dealership and racing TRs in the 60's & 70's. We could learn a lot of go-fast secrets for Chanute from John. Charlie Hoch reported that on the drive home from the party his trusty 1974 Spitfire turned the 100K mile mark. A big Thanks to Connie & Frank for your hospitality.

photography: Poole

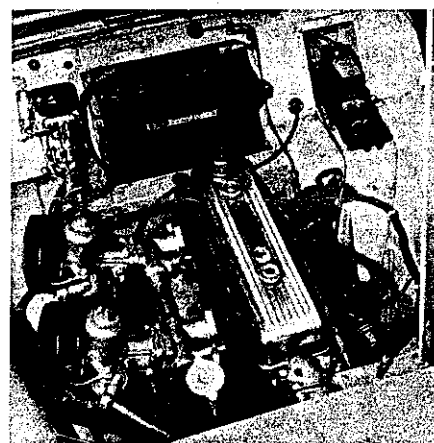


TRYING TRIUMPH'S TR-3



might think. It can probably tip the scales in the Triumph's favor for a lot of "border-line" potential buyers. For anyone who dwells in a community such as Beverly Hills, where the constabulary carries noise meters and 90 decibels is the limit, it will be reassuring to know that the TR-2's police-baiting exhaust rap has been toned down in the TR-3 without loss of its satisfyingly healthy note. Trim changes include a new grille, stainless steel beading along the fenders, and chromed hinges on the trunk lid and hood. Under the hood, improved carburetion and better port alignment account for an 11% increase in horsepower.

In performance, it is interesting to com-



AS YOU PROBABLY know, the TR-3 is not actually a new car. It is an improved version of the TR-2 (roadtested April, 1954), offering some very worthwhile refinements without any major changes. The fact that the basic car remains the same is a credit to the Standard Motor Co., Ltd., of Coventry, and speaks volumes for the original design—one which has proved exceedingly sound and reliable both in normal driving usage and in competition.

Before getting to the heart of the matter—performance—a run-down of superficial modifications is in order. A very pretty fiberglass top is now available for \$150 extra, which dresses up the looks of the car considerably (see cuts). There are improved side curtains, rigid and snug-fitting, with the window part made in two sections of plexiglass; the front half is fixed, but the rear half slides forward for ventilation, and drafts are cut to a minimum. Below the window is a flap for arm signals. Another optional extra is that all-important (to the family man) rear seat, which, though by no means spacious, is not as cramped as you



The four pictures on this page show areas of change in Standard Triumph's TR-3 model. At top, new grille bars dispense with the former dished-in look. At middle left is the optional rear seat. Minor engine refinements produce a more efficient engine, middle right, while directly above can be seen the smooth contours of the plastic top.

pare the TR-2 we tested two years ago (which had overdrive) with the present TR-3 (which did not). The former could reach only 95.9 mph in its standard 4th gear (3.70); in overdrive (3.03 ratio) its best one-way run was 103.8 mph. The TR-3 achieved 104.7 mph with the 3.70 ratio. This illustrates that the principal gain from higher bhp is more top speed—and little else. The TR-3 torque is given as 117.5 ft.-lbs.—only one foot-pound more than before, i.e., less than one percent gain. Test weight, however, is up by about one percent, and since acceleration rate in each gear is dependent primarily on torque, there is no reason to expect better pick-up from the TR-3 than the TR-2. This is borne out by the test data in which the Tapley readings and acceleration times are substantially the same for the two cars.

Factory figures indicate a 0-50 time for the TR-3 of 8.0 seconds—0.3 secs. better, than our figure, which, as always, was achieved without recourse to "brutality." The factory also lists top speed, sans overdrive, as 108 mph. Simply for the record,

we note that our 0-50 time was based on acceleration from a standstill to an indicated 51.5 mph and on a 3-time average. Our top speed was the average of two runs, during the better of which the speedometer indicated 109 mph with tach hovering at 5000 rpm. Odometer reading: 1225 miles. The 3.70 ratio appears just about ideal for best possible top speed; 3.50 (not available) might give a little more, but, keeping in mind how hard to come by is every mph over 100, we sincerely doubt if the 3.03 overdrive will do any better.

A further indication of performance to be expected lies in a comparison of the standing 1/4-mile times—identical for TR-2 and 3. Perhaps nowadays too much stress is laid on 0-60 times. Although the TR-3 is fractionally quicker to 60, the "SS 1/4" is a better, fairer test. With it there is practically no chance for human error or "fudging," and to shorten the quarter time by, say, five tenths of a second takes quite a bit of doing. Incidentally, the acceleration plot indicates an actual speed of about 75 mph at the end of the quarter, the same as in 1954.

One highly commendable feature of the Triumph has always been the brakes, which have stood up well even in severe competition usage. This year they are even larger. Lining width has been increased, an especially good idea, since rubbing speed of large-diameter drums is an important factor in deterioration. Applying ten-inch brakes, such as on the TR-3, at 100 mph is equal to applying twelve-inch brakes on a similar car at only 82.5 mph, in terms of rubbing speed. (In these two examples, fpm at lining is 3510.)

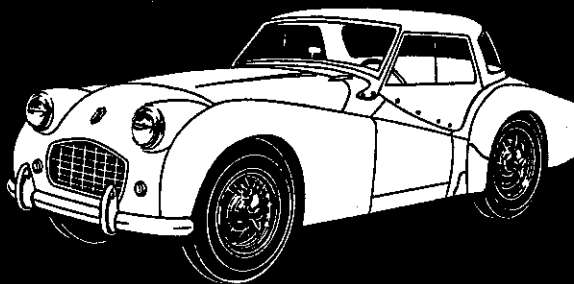
As usual, we ran the tests with top and curtains up and found that in spite of the smoother contours of the plastic top, Tapley drag figures were the same as with soft top. Speedometer error was moderate, as speedometers go these days, and became less near the century mark as the tires began to expand. Since our TR-3 did not have overdrive, gas mileage, as might have been expected, averaged about 2 mpg less than in the '54 car. Fuel consumption figures for the Triumph are, nevertheless, very good by and large—much better, in fact, than quite a few 1500 cc cars we could name.

In strenuous maneuvering, steering is just about neutral (neither over- nor under-steer). If forced, the rear end breaks away first and can be easily controlled unless the breakaway is too fierce, in which case the car is not too forgiving. Under full throttle, the engine is perhaps a little on the rough and noisy side, but there is no vibration, even on the over-run (a characteristic all-to-often present with in-line fours). Where competition is concerned, little need be said in defense of the Triumph; it has proved itself a consistent winner in Class E production and manages quite a few "upsets" in Class D as well.

The new version is a thoroughly likeable car, whatever the uses it may be put to. There are a long list of optional extras which can run the price up, but there is hardly an American car-owner these days who is not familiar with that pitfall, and with the Triumph, at least, the extras really are optional. At its basic delivered price, the TR-3 offers a package so tempting that no tentative sports car buyer, bankroll notwithstanding, can afford to overlook it.

ROAD & TRACK ROAD TEST NO. F-8-56

TRIUMPH TR-3



SPECIFICATIONS

| | |
|--|---------------|
| List price | \$2599 |
| Wheelbase | 88.0 in. |
| Tread, front | 45.0 in. |
| rear | 45.5 in. |
| Tire size | 5.50-15 |
| Curb weight | 2090 lbs. |
| distribution | 52.5/47.5 |
| Test weight | 2440 lbs. |
| Engine | 4 cyl. |
| Valves | pushrod ohv |
| Bore & stroke | 3.27x3.62 in. |
| Displacement | 1991 cc |
| Compression ratio | 8.50 |
| Horsepower | 100 |
| peaking speed | 4800 |
| equivalent mph | 96.6 |
| Torque, ft.-lbs | 117.5 |
| peaking speed | 3000 |
| equivalent mph | 60.4 |
| Mph per 1000 rpm | 20.1 |
| Gear ratios (overall) | |
| 4th | 3.70 |
| 3rd | 4.90 |
| 2nd | 7.40 |
| 1st | 12.5 |
| R & T high gear performance factor | 48.6 |

PERFORMANCE

| | |
|----------------------|---------------|
| Timed top speed..... | 104.7 mph |
| Max. speed in gears— | |
| 3rd (4950) | 75 mph |
| 2nd (4950) | 50 mph |
| 1st (5000) | 30 mph |
| Shift points used— | same as above |
| Mileage range | 26/32 mpg |

ACCELERATION

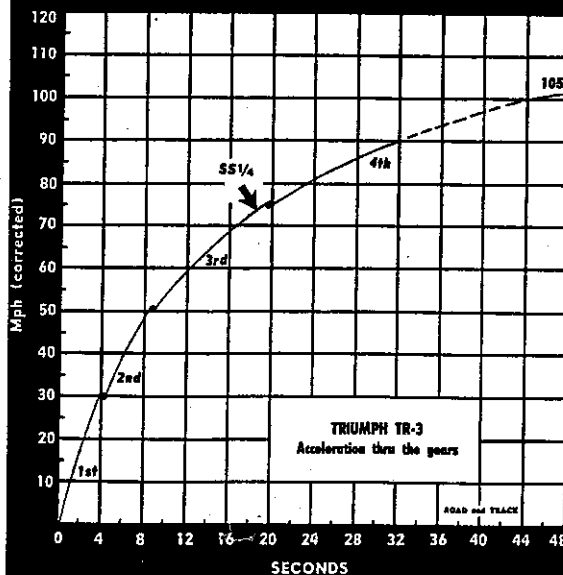
| | |
|------------------------|------------|
| 0-30 mph | 3.9 secs. |
| 0-40 mph | 6.2 secs. |
| 0-50 mph | 8.3 secs. |
| 0-60 mph | 12.0 secs. |
| 0-70 mph | 16.5 secs. |
| 0-80 mph | 22.6 secs. |
| 0-90 mph | 32.1 secs. |
| standing 1/4 mile..... | 18.4 secs. |

TAPLEY READINGS

| Gear | Lbs/ton | Mph | Mph/sec |
|--------------------------------|---------|-----|---------|
| 1st | 570 | 26 | 5.7 |
| 2nd | 460 | 35 | 4.6 |
| 3rd | 310 | 44 | 3.1 |
| 4th | 240 | 50 | 2.4 |
| Total drag at 60 mph, 112 lbs. | | | |

SPEDEO ERROR

| Indicated | Actual |
|---------------|--------|
| 30 mph | 30.0 |
| 40 mph | 39.7 |
| 50 mph | 48.5 |
| 60 mph | 58.2 |
| 70 mph | 66.6 |
| 80 mph | 76.1 |
| 90 mph | 87.0 |
| 100 mph | 97.9 |
| 108 mph | 104.7 |



Into the Heart of Darkness:

Tearing down one's baby

My thanks to Drs. **Charlie Hartman, Roger Elliot, Bill Argersinger, Mark Canaday, Don Carter, and Jim Baustian** for assisting in the autopsy of **200KTR7** Saturday, October 7. With such great talent from the Topeka and Lawrence British, and the K.C. Triumphs Clubs, I learned a lot...and some of it was good news.

As we tore down this 218,714 original mile engine, we were astonished at the pristine condition of the bearings and the crank journals. Dr. Canaday accused me of switching my 200K with the 80K donor engine! The oil pump, piston skirts, valves, lifters and pistons all looked ready for another 100,000 miles. Each physician ran their trained fingers over the cylinder walls where there should have been a ridge. There was no discernable ridge.

The source of failure was clearly identified: the head gasket revealed that the notorious space between the 2 & 3 cylinders (side-by-side exhaust valves), as well as number 4, blew out. Once again, I ran it too hot and warped the head. I doubt I can mill this head a second time, so will look at the head from my donor car. The oil pump looked good, but the water pump showed housing wear.

I am looking for a quality automotive machine shop to treat me right, as well as advice on how to mildly improve performance without going into debt. I would like to replace the cam with a mild street version (any suggestions for reasonable sources?); add headers and match manifold openings; rebuild the Stromberg 175 CDs with bigger jets (any better suggestions?); and anything to bulletproof my best friend.

I am soliciting club member advice on how to improve my daily driver in anticipation of another 200,000 miles. In turn, I am willing to share your input and my experiences in future newsletter articles. Thanks again, **Steve Lopes**

Kansas City All British Car & Cycle Association, Inc.

The Kansas City All British Car and Cycle Association, Inc. is a confederation of area marque clubs that coordinates the historic Labor Day weekend meet. Our event wins national praise and admiration from surrounding states. This year, approximately 288 British cars enjoyed

great weather and fine awards for their cars.

KCABCC meets every fourth Tuesday at Beemers in Mission, KS, in order to plan this event and share club news. All club members are invited to attend and meet other Brit car lovers. Please send your calendar of events to us and we will share it with other area marque clubs.

Brit Cars on the Internet

Those of you with an Internet on-ramp might be interested in accessing the **Scions of Lucas** home page. Some of our fellow Britcar lovers with BBS skills have organized a nice database for us.

It is worth your effort to contact <http://www.team.net.sol> if you are online-abled. Some related mailing lists for British cars include: pre-war; DeLorean; Healeys; Jaguars; Jensen; and Rovers; Lotus; Mini; MG; Rover; Sunbeam Alpine/ Tiger; Triumph; etc.

Scions of Lucas was started in 1986 by **OVR FOVNDER, Dale Cook**, but is now managed by Mark Bradakis, host of the Autocross list. Readership has over 1,000 British car lovers.

If you'd like advice on how to subscribe to internet mailing lists, feel free to contact me. If you just want British cars, try [http://:british-cars@autox.team.net](mailto:british-cars@autox.team.net). When you get the inevitable "error message", call me on your rotary phone.

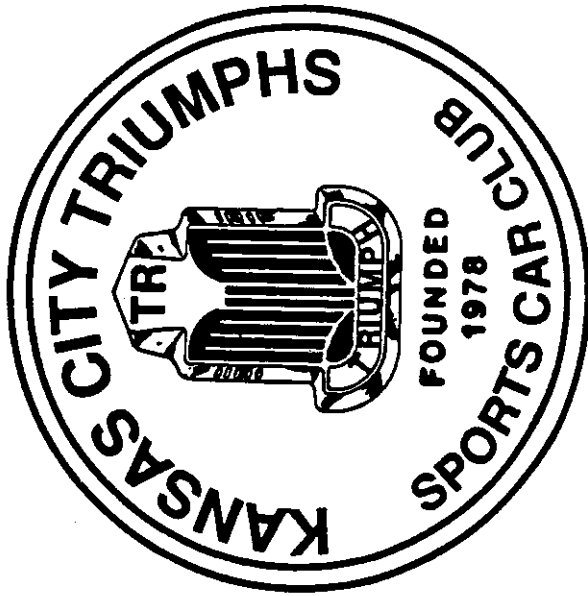
**-Steve Lopes, KCABCC Vice-president,
(913) 842-7137, Slopes3688@aol.com**

A useful article downloaded from the Internet:

United Kingdom Taxation on Classic Cars

There has been considerable discussion about the massive increase in taxes on classic British cars. The Green lobby is trying to tax all cars while other parties are trying to exempt cars over 25 years old. In order to keep up with these events, we are in contact with **David Wilkerson**, Cambridge, UK (dmw@tadpole.co.uk). If you'd like to visit with David, feel free to contact him. He's ok, as he owns a 1962 Sunbeam Alpine Series 2.

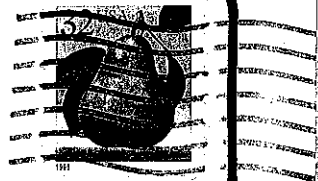
We will keep KC marque clubs apprised of important issues such as these. If you have a question or concern about your Brit runner, please ask us to address it.



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and Restoration of
Triumph Sports Cars*

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Dues paid - N

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I'd rather be driving my Triumph