

KC TRIUMPHS

Directors Notes:

We hope you've had a wonderful Holiday Season and wish you and yours the best for the New Year. With your help, 1996 will be a great year for our Club. As you know, the beginning of the year is a good time to implement positive changes in our lives. You'll notice some changes in the club's newsletter cover courtesy of Roger Hurst and Pat Fischer. Thanks you two for a great job! Another change that has taken place, this one not so good for the club, is that Bernie & Suzanne Hoff have moved on to another phase of their lives - retirement. Bernie did a fantastic job as Club Secretary - Treasurer keeping track of all the members and money (Bernie, is that how you retired early?). Of course when you retire you simplify your life and the Hoff's decided to do that by putting their TR4 up for adoption. That car had to stay in the Club and it was just too pretty to pass up so..... we signed the "adoption" papers in November and she's now part of our Triumph family. In honor of the Hoff's the car's been named "Bernie" (doesn't everyone name their Triumphs?). A couple of test runs prior to old man winter setting in proved the car does go over the speed limit. (I think Bernie must have had the seat back too far and couldn't reach the gas pedal!). We're looking forward to Spring and a car with somewhat of a back seat for Brooke! The Hoff's still have their other "sports car" so we're expecting them to join us for some pleasant drives.

We're preparing for the annual Planning Session - see details below. If you have any ideas or suggestions for events please share them with us so we can schedule them for the 1996 season.

- Randy & Ann

ANNUAL PLANNING MEETING

FRIDAY, FEBRUARY 2, 1996

ZARDA BAR-B-Q

Two Blocks West of I-35 and 87th Street

DINNER 6:00 PM

MEETING 7:00 PM

TECHNICALITIES:

Good News and Not-so-good News

The really good news is the TR3 type temperature gauges can be repaired. This may not be news to everyone, but it was to me. This mechanical type gauge is really dependable and should last for the life of the car, unless certain undesirable conditions occur. If you cut or break the conducting wire, or it becomes a path for a direct short from the wiring harness, as mine did, you not only burn the conductor wire but you also destroy the gauge internally. Using a combination of an old gauge and the toasted remains of my unit as a core, the mess was sent to the Roadster Factory. Approximately two months later, a beautiful new unit was waiting on my doorstep, complete with new sensing tube, fitting, conductor wire, grommet (not cut!) and what appears to be a completely new gauge. A great deal at any price! Well almost. The only bad news is the price for this little venture. It may seem extravagant at first, but perspective has a way of justifying nearly any expense when it comes to your Triumph!

My second subject is really a request. Due to my extensive travel schedule, Rancho project, and new two-wheeled toy, I will end my Technicalities with this installment. I have enjoyed writing these articles, but have run out of ideas. The start of a new year seems a fitting time to turn this opportunity over to a new person and I hope you will give this request serious consideration. It is really nice to see your articles appear in ours and other club's newsletters. You may even get credit in their publications if you are lucky!

Thanks to all the members of our club for the nice comments and suggestions these last few years. I hope whoever fulfills this role will get enthusiastic support from everyone. Thanks again.

- Gary Davis

ALL BRITISH UPDATE:

The KC All British Car Clubs meet on the 4th Tuesday of each month, 7:00 PM, at Beemers Garage Bar & Grill, 5908 Outlook, Mission, KC. At the January 26th meeting we will discuss appropriate car classes - i.e. Spitfires/GT6, Early/Late TR6, TR7/8/Stag. If you have any thoughts on this please attend the meeting or contact club representatives - Pat Fischer or Jim Brady. The Triumph Club will be responsible for registration this year. We will be soliciting your help as the big event draws nearer.

ADVICE NEEDED:

Looking for recommendations from your personal experience having parts re-chromed in the KC area. Doing my TR250 rear bumper (it's about time). Pat Fischer (913)987-9543

Past Events:

Annual Dinner, Woodside Racquet Club - As always the annual dinner was a great success. With a small contingent of Triumphs in the parking lot the mood was set for an evening of British fun. Guest speaker John Goens entertained us with reflections of his memories as the first Triumph dealer in Kansas City and his experiences as the "Mario Andretti" of Triumph racing. John and Nancy Maas outdid themselves with their Kansas City Triumph Owners Trivia. Winners of the Trivia included: "New People" category - Dan Heiman and Greg Virant, "Oldies People" category - Randy Adkins, Dawna Adams-Davis, Charlie Hoch, and Paul McBride. A big "THANKS" to Woody Underwood and Nanci Maloney for securing the Racquet Club and John Goens and John and Nancy Maas for the evening's entertainment.

Plaza Sleigh Ride, Club Night Out at the Longbranch Saloon - "Dashing through the streets in a one horse open sleigh..." It wasn't a sleigh full of toys but a sleigh full of Triumph nuts touring the Plaza lights for the 3rd year in a row. The night began with food, spirits and lots of good conversation at the Longbranch Saloon in Seville Square. We concluded our tour of the Plaza lights with a sorry rendition of the "Twelve Days of Christmas" (Next year will someone bring a song book?)

Upcoming Events:

1996 PLANNING MEETING, February 2nd, 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 21st, 6:30 PM., Westport Brewing Company, 444 Westport Road., Kansas City, MO. Come join us in Old Westport for some microbrew and a burger.

SOUP & STUFF, March 16th, 6:00 PM. This year the theme is "Color Me Green" in celebration of St. Patrick's Day. A little Irish Stew sounds good. RSVP to Margaret Luthy, (913)649-8737, by Monday, March 11th. More information and maps in the next newsletter.

Advanced Planning - Other Events of Interest:

The Indiana British Car Union is hosting a special 100th anniversary commemorative "London to Brighton Run" on Saturday, June 22. This 200 mile drive starts near Indianapolis in London, IN and ends in the northeast part of the state at Brighton, IN. There will be a cookout and awards at the host hotel. For information contact Tom Beaver, 1580 E 101st St., Indianapolis, IN 46280 or call Jean Kolb at (317)782-3752

(Editors Note: No, your mailman hasn't been reading you mail....this newsletter is latter than normal because the gremlins got into my computer. I'm beginning to wonder if the processor has Lucas wires.... at least it doesn't leak oil.)

MEMBER LETTERS:

The engine of my TR4A ran out of oil. The trouble was traced to a faulty spring in the PCV valve which was drawing too much vacuum on the crankcase and causing pressure to build up and forcing oil out of the engine. The cure was to replace the PCV valve. Unfortunately an original could not be located. As a result the original unit was replaced with a NAPA PCV valve (part #29281) and PCV valve hose (par #10419). While this works well, it leave the engine not looking original. Does any one know where a "new original style" PCV valve can be found?

My Triumph also has a new purpose - a cat house. The other day upon attempting, and failing to start the car a cat jumped in. It became entangled in the pedals, then extracted itself and went into the passenger footwell, back over the seat, crawled along the rear fender and finally plopped into my lap, licked my face and gave a look as if to say "please give me a ride". Unfortunately despite my best frustrating efforts I could not oblige. The cat's owner then visited with me and explained that the cat loves cars and car rides.

I would really love to give this car a ride and would like to know how to start the car. Despite a new starter, solenoid and battery the car will crank but not run. It did start once several weeks ago when the temperature rose above 60. Any suggestions would be most welcome. In the meantime, happy motoring to all. - Mike Robins

Mike Robins writes that he has moved to St. Joseph and is now less than 2 Kilometers from I-29, so if you experience car trouble up that way give him a call at (816)279-2383.

TEN YEARS AGO:

The 1986 season was about to begin with the arrival of our new club jackets. Director Gary Davis and Editor Richard Peak thanked one and all for a great '85.

The annual dinner party hosted by member Larry Gaines at his Maggie Jones Restaurant, was considered a success with 40-some members and guests in attendance. Larry provided wine and appetizers. T. R. Wilson won the parts identification contest set up by Rick Torres and Matt Quesenberry was the victor of the trivia quiz given by Paul McBride.

We were bemoaning the sad news that the Folly Grand Prix was kaput. But Larry Birks lifted our spirits with his with his first of many computer cartoons for the newsletter.

Put a TRIUMPH in your day!

Paul McBride



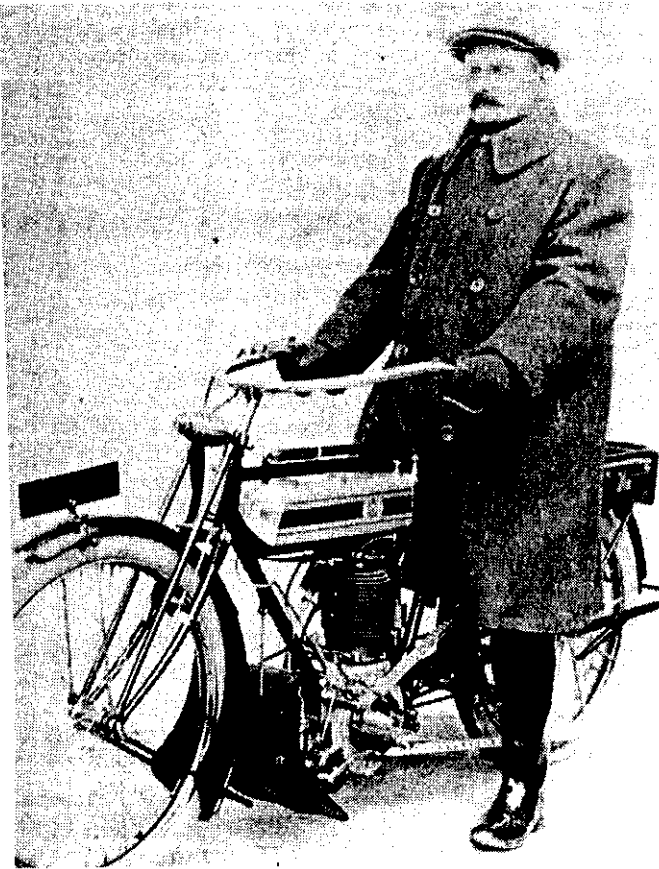
THE HISTORY OF TRIUMPH

by Paul McBride

Editor Jim Brady seemed genuinely enthused when I suggested a series of articles dealing with the history of the Triumph Works. So in six installments, I'll attempt to trace the fame & fortune of TRIUMPH from the 1880's beginning..... to the 1980's end. Nearly a century of vehicle production in which the company went from 2, to 3, to 4 wheels, was bombed to dust, changed owners, but won the hearts of owners world-wide. This will of necessity be a condensed history, but if you are interested in details I'll list a Bibliography at its conclusion.

PART I: THE TWO WHEEL BEGINNINGS

Siegfried Bettman immigrated to London from his native Germany in 1884, two years before Karl Benz "invented" the motorcar. He was multilingual and found a job using this skill to compile a list of foreign firms that might be of interest to British businessmen. Through numerous contacts he moved quickly from a position as a representative for the White Sewing Machine Company to creator and owner of his own exporting firm.



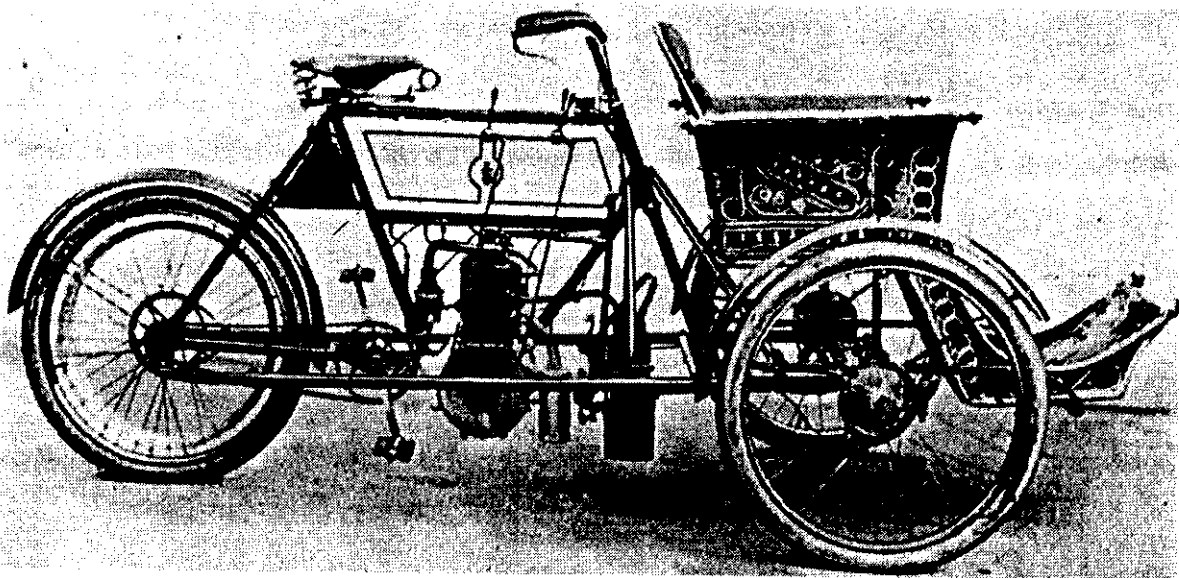
The bicycle was becoming quite popular, and seeing a good business opportunity, Siegfried commissioned a local firm to manufacture the two-wheelers for him to export to all of Europe. The product needed a brand name. The "Bettman" would have been a non-descriptive moniker and Siegfried wanted a name that would be easily recognized and understood in all of the European languages. TRIUMPH fit the bill.

In 1887 Mauritz Schulte became an engineering partner and the Triumph Cycle Company Ltd. began manufacturing their own bicycles and prospered in the "boom" years of the 1890's.

At the turn of the century it was a logical evolution for the bicycle manufactures to adapt a small internal combustion gas engine, and in 1902 Triumph introduced their first Motorcycle with a 1 3/4 hp Minerva engine. Three years later they were making their own 3 hp engines. World War I proved to be a prosperous time for Triumph as they produced motorcycles for the war effort. They were dubbed "Trusty Triumphs" by the military and the reputation for quality and dependability was earned and assured.

Triumph offered a tricar in 1903 with 2 steerable wheels in the front astride an upholstered buggy seat. The early motorcycles were little more than reinforced bicycles with a pedal sprocket chain drive on the right, and a belt drive from engine to a nearly wheel sized pulley on the left. By 1911 horsepower had increased to 3 1/2, and a front fork suspension (like American Schwinn) appeared. The Military machines were 550cc, belt drive with clutch and gearbox. Some 30,000 were supplied to British and Allied forces. Following the war, the new spectacular 4 cylinder overhead valve Triumph motorcycle was reaching production figures of 30,000 per year.

The company was ripe for a move into motorcar production. In the next newsletter: The First Triumph Motorcar - 1923.



There was a Triumph tricar, or forecar, in 1903, also reminiscent of pedal tricycle practice, and carrying a very vulnerable passenger seat!
(National Motor Museum)

MARION'S MEANDERINGS

By MARION WEBER



Well, Spring has Sprung it seems, and all of us are indulging in cleaning up our houses. So, the thought occurred to me that many of our readers might be getting the urge to do something similar for their automobiles. This would be worthwhile because a clean, shiny car is a wonderful sight to behold and a car so kept always brings much more mazuma when the time comes to trade it for bigger and better machinery. We happen to have just the materials on hand to make this spring cleaning an enjoyable pastime, too, and not a chore.

#1: WAXOMATIC PRE-WAX CLEANER
A favorite polish because it is safe, effective and easy to apply. We have tried nearly every brand on the market in the past few years (the partially-used cans in our garage are evidence) and like WAXOMATIC the best (only \$1.50 a pint). One application removes grease, road scum and prepares the finish for a protective coat of:

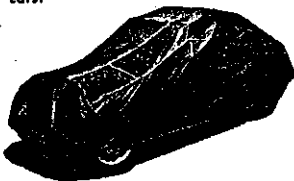
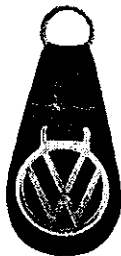
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#3 SIMICHRIMPOLI
Hard to say but easy to use. This superb metal polish is recommended by the Porsche factory for polishing and protecting aluminum. Works equally well on all metals . . . brass, copper, chrome, etc. You will be amazed at the results of the use of a tiny glob of SIMI. Not only does it impart a brilliant shine, but the silicone base adds a protective coating to preserve the shine (only 69¢). Now on to the leather. Either restore and preserve its natural beauty or give it a face lifting with a:

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This is the same fabulous dye which the blonde uses while the fellow in the formal attire watches. It's that easy, too. Just spray it on. Dries in 5 minutes. No buffing, no rubbing. Red, green, blue, black, neutral. Kits contain color & cleaner. Only \$8.95. Now, having done such a good job on the car, reward yourself with one of our:

#5: CUSTOM KEY CHAINS
The insignia is non-furnishable and the leather backing won't scuff fascia. Featherweight in pocket or purse. Handsome, useful. Only \$1.50. After polishing, waxing and dyeing you won't want your car to sit around exposed to the elements. Cover the car with:

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All ads received on or before the 9th of each month will appear in the issue dated 2 months later, (i.e., an ad received on May 9th will appear in the July issue, on sale in June.

Road and Track will not be responsible for the accuracy of description, although all misleading statements will be rejected.
Address: Market Place, Road and Track, Box 110, Glendale, Calif.

Regular classified sections open to commercial advertisers: 25 words, \$10.00. Additional words 30c each. \$10.00 minimum charge. Payment must accompany order.

● ALFA-ROMEO Classic 1750cc Supercharged Zagato Sport two seater completely restored to new condition. Photographs, send 25 cent international postage stamp. 22 Concours wins. 1500 dollars f.o.b. Rudds, 65, Victoria Rd., Worthing, Sussex, England.

● 1939 2.9 ALFA ROMEO running 2.5 engine, freshly overhauled. Spare engine rebuilt but unassembled. New paint, brakes, tires, etc. German coachwork, rollup windows, padded top. \$2500. Larry Knaack, 16 N. Vail Ave., Arlington Heights, Ill. Phone Clearbrook 3-2100.

● ALFA ROMEO 1750 cc D.O.H.C. Supercharged roadster body by Zagato. A car for the sportsman and connoisseur. First registered 1937 magnificently maintained in original condition, numerous exclusive features. A rare and potent motor car. Photo on request, 75c. L. LeSel, 5829 Park Heights Ave., Baltimore 15, Md.

● ALLARD CHRYSLER '53. Body by Victress that's never been raced. Black, nine coats hand rubbed. White wire wheels. Interior, black and white leather. New Firestone racings. Quick change rear end. Over 325 h.p. All engine accessories chrome. Winner at National drags, top time, top eliminator, and best appearing car. Less than 1,800 miles on car, less than 475 miles on engine, clutch and brakes. New valve job. Asking \$4150. Accept trade, Austin-Healey or Jaguar. Warren B. Turner, 4907 Swartz Rd., Kansas City, Kansas.

● ALLARD K-1, very rare, Chrysler powered. Vertex mag, 270° cam, dual 4-barrel carbs., special exhaust system. \$2,000. Might accept trade. R. Leamey, Gen. Del., Las Vegas, Nevada.

● 1952 CAD ALLARD K-2. Excellent stock engine, Zephyr gears. Has top and curtains, brown and bronze. Never raced or wrecked. \$2100 or consider trade. F. A. Cleveland, 2019 Lombardy Dr., La Canada, Calif., CHURCHILL 9-3336.

● ALPINE 1954, Ivory with red leather interior, tonneau cover. Good condition. Low mileage. Will sell or trade for recent model Sunbeam Talbot sedan. David Moomaw, 1022 Park St., Jacksonville, Fla.

● ALVIS 1937 Speed 25. Carefully stored for 10 years. 50,000 original miles and expertly run in. P. 100 headlamps, driving lights, twin mounted horns, side mount, radio, one shot lubrication telecontrols, two-way sliding roof, leather upholstery, wire wheels. Green coachwork all magnificently maintained and an exceptional motor car in every respect. Photo on request 75c. L. LeSel, 5829 Park Heights Ave., Baltimore 15, Md.

● ALVIS 1952 3L Drophead, 24,000 miles, new Goodyear W.W. nylon tires and tubes, new Goodyear battery. 2-tone grey exterior, maroon leather interior, dual S.U. carbs. Dual exhaust, 4-speed box, perfect condition. Cost \$4700. Sell \$2100. Will consider late Am. trade in, color slides on request. Dan A. Rothwell, 1431 Attica Dr., St. Louis 15, Mo.

● ALVIS 1937, 4.3 litre 127" wheelbase 4 pass. convert. All aluminum body by Van den Plas. Overall condition very good. Only one in country. \$1150. S. Phillips Steen, 455 Center Ave., Westwood, N. J.

● ASTON MARTIN DB2. Cream and blue, 400 miles since complete overhaul. In storage for year. Deliver reasonable distance. J. Brown, 82 Milford, Buffalo 20, N.Y.

● AUSTIN HEALEY 100S. Raced twice. Factory team car, '55 Mille Miglia, 11th overall; 1st British car to finish. Complete factory rebuild thereafter. 1956 Sebring, 11th overall; Special 3.185 final ratio (not on market). All new brake pads. 5 new wheels and Dunlop racing tires. Numerous unused spares. \$4,000 o.n.o. SHIP & SHORE MOTORS, So. E. Austin Distributors, 701 S. Flagler Dr., W. Palm Beach, Fla. Phone Temple 3-9661.

● '51 AUSTIN A-40 Special. 75% completed engine mated 10" aft. frame lowered 4". Hydraulic brakes, MG seats, many extras. \$300 cash or reasonable trade. Roland L. Christian, 8991 Walnut St., Alta Loma, Calif.

● AUSTIN-HEALEY 100 1955: Ivory with red top and interior, four speed gear box, 24,000 miles, excellent condition. \$2100 firm. Lee Wilson RD#4, Union City, Pa. Phone 344R2.

● 1956 AUSTIN-HEALEY. 9000 miles with one owner. Factory serviced in England, undercoated, many extras. Ice blue with Oxford blue detachable fibreglass hardtop. Faultless. \$2700. A. G. Harris, 556 Simcoe St. N., Oshawa, Ontario, Canada.

● 1938 B. M. W. sports type 328. Very good shape throughout. Best offer over \$2500 takes. Harold B. Gropps, Granite Falls, Washington, Phone 2182.

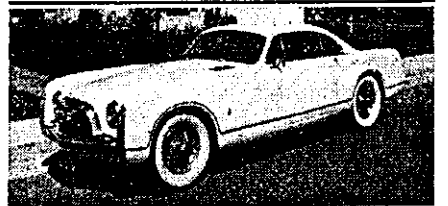
● '39 328 BMW Coupe. Beautifully restored to original condition. Special 1.5 litre Veritas equipped engine just completely overhauled. New white paint, spares included. Chuck Rhodes, 1915 Hilyard St., Eugene Oregon.

● 1926 Type 38 BUGATTI. Mechanically in very good condition, body fair. Metalwork done, needs paint, top and upholstery. Trade for 1500 TF or \$1500. Larry Knaack, 16 N. Vail Ave., Arlington Heights, Ill. Phone Clearbrook 3-2100.

● 1941 FLEETWOOD 605 sedan. All accessories. Grey finish. Partially restored, last of the classic Cadillacs. Must sell, best reasonable offer. T. H. Stearns, Brook Place, Plainfield, N. H.

● Custom CADILLAC Sports Car: 250 HP. Full race engine, '37 stick shift, brilliant coral body, black napa-hide interior. Consider trade or \$1495. Robert Hooks, 208 S. Rio, Ft. Stockton, Texas.

● 1931 CHRYSLER IMPERIAL LEBARON roadster. R & T Sa.o. car, May '54. In perfect condition. Has new Dunlop Fort whitewalls, 1/2 ton of spare parts, 3 axle ratios. Asking \$3000. Full details to sincere buyers. Bob Hoffman, 2137 Cooley Place, Pasadena 7, Calif.



● CHRYSLER SPECIAL C 310. Body by Ghia of Turin. 1955 title. Modified and supercharged to 420 hp, top speed near 150. Borrani wire wheels plus spare set Pirelli racing tires. Completely equipped, power steering, power brakes, built in bar, etc. Seats three large people in front, three children or lots of baggage rear. Concours condition, 8,000 miles, \$8,500. Will consider interesting trade. Set of 4 pictures \$1. James V. Reynolds, 523 3rd St., N. W. Albuquerque, N. Mex., Phone 7-0291.

● 1937 Supercharged CORD Berline Sed., excellent. Original Condition. Naug. seats, Mallory ignition, whitewalls. Over \$900 of spare parts, engine, trans., clutch, U joints, axles, wheels, etc. \$1995. Carl Reidhaar, Gen. Del., Grangerville, Idaho.

● DUSENBERG, 1929 Model J, La Grande sport sedan, in excellent condition. Engine overhauled less than 4000 miles ago, new interior. Forced sale. \$1000. C. S. Faulkner, 255 Goddard Ave., Brookline 46, Mass.

● FERRARI Road and Competition cars. New and used. Ernie McAtee, 8363 Sunset Blvd., Los Angeles 46, Calif.

● 1948 Town Conv. DeVille Drop head, 4 pass, HILLMAN-MINK Classic. Real mint, original and British. 19,000 miles. Bik. body, new light top, Dunlop whitewalls with full chrome wheels, \$1000 Will trade. Also '55 Porsche Speedster \$2600. Box 952 Lake Forest, Illinois Phone 3970.

● 1955 JAGUAR XK 140MC Rdstr. 6500 miles, tight green, whitewalls, never raced, wrecked, abused. Sell or consider trade. Prefer new Olds Holiday or Cadillac. W. R. Herrett, Box 170, Ada, Okla.

● JAGUAR 1953 convt. Unbelievable, concours condition. Pastel blue, W.W.'s 17,000 miles, perfect throughout. Need extra accommodations of XK 140, sole reason for sale. \$2795. firm, no trades. John H. Wickens, 64 W. Duncan St., Columbus 2, Ohio.

● JAGUAR '51 Mark 5. 4-door saloon, sun roof, new engine, radio, heater, good condition. \$1145, no trade. Albert Holland, 411 N. Oleander, Daytona Beach, Fla.

● JAGUAR 1955, XK140MC roadster. Pastel blue, all accessories, radio, heater, chrome wire wheels, Mallory ignition. Never raced. Is clean and in excellent condition. Price \$3200 firm. Write Sam J. Campbell, Jr., 1125 S. Monroe Ave., Green Bay, Wis.

● 1951 JAGUAR MK-V Drophead in splendid condition, Ivory with black top, mechanically perfect. Band-radio, heater, tools. \$1595 or trade for XK 120. John J. Visser, 2409 Main, Riverside, Calif. OV 3-7511.

● JAGUAR MARK VII 1952. Excellent condition. New brakes, clutch and flywheel. Perfect blue-grey paint and body. Red interior completely refinished, new carpet and white headliner, all leather renovated. Motor good. Best offer, or will consider ss100, Mercedes, Rolls or Duesey sports or teurer. Joe E. Wilson, 4 S. Adair, Pryor, Okla.

● JAGUAR MARK V Saloon 1951. Twilight blue, red leather, concours condition inside & out. 8-band radio, many extras and spares. Sacrifice, will trade. Asking \$1495. F. G. Stengel, 204 Brookside Blvd., Pittsburgh 34, Pa. Colonial 3-8494.

● 1954 JAGUAR Roadster. Pastel green, beige leather, 10,000 miles total. Condition excellent with many extras. Mileage and condition guaranteed. Bert Horzon, Box 1217, Jamestown, N. Dakota.

● 1950 JAGUAR MK V. Drophead coupe. Black. Fair condition. Custom radio, workshop manual and complete tool kit. Price \$1150. S. Beaumont, 32A Spruce St., Oakville, Ontario, Canada.

● JAGUAR MK VII 1951 sedan. Silver grey, red leather, radio. Over \$500 recently spent, including new

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• 1955 JAGUAR XK 140 MC Roadster, Battleship grey,
7,000 miles, never raced or abused. Immaculate. Radio,
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• JAGUAR '52 XK120 MC. Wrecked. Extensive body
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num wheels, close range transmission, and damaged but
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745 Kansas Ave., Kansas City, Kansas. DR. 1-4880.

• '51 LANCIA AURELIA sedan, low mileage near per-
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• LAGONDA 4 1/2 litre Sportsman Sedan. A magnificent
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sign of exceptional beauty. Twin mounts, twin Scintilla
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5829 Park Heights Ave., Baltimore 15, Md.

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• '37 LINCOLN V12 Lebaron convt. sedan. Black, red
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motor overhaul by Lincoln. Performance and appearance as
new \$2000. Henry C. Metcalf, 163 Jnana St., Cres-
wood, Tuckahoe 7, N. Y.

• 1955 MG MAGNETTE, Green with Beige leather. Total
mileage 12,000. Top condition and equipped with Smith
radio. Bert Horton, Box 1217, Jamestown, N. Dakota.

• MARMON Model 78 1928, 4-door sedan, wire wheel
side mounts. Best offer over \$150. Wallace S. Huffman,
610 S. Webster St., Kokomo, Ind.

• MERCEDES-BENZ 190 SL, graphite gray, red leather,
black top. 10,000 careful miles, latest Solex carb. Ex-
tras: rear seat, four Marshall lights, oil coil, heater blower.
Splendid condition, performance. Best offer over \$3,875.
Need larger car. W. C. Paine, Valley News, Lebanon, N. H.

• '53 MERCEDES-BENZ #300 4-door convt., cream
with red leather adjustable seats. Excellent condition. A
steal at \$3900. Must sell—make offer. Harry R. Wood-
ward, 5000 26th Ave., North, St. Petersburg, Fla.
Phone 31-4398.

• MERCEDES-BENZ 500 K '39 convt. Recently imported.
\$800 spent on motor overhaul at factory. Needs upholster-
ing and top. \$1750. Ray W. Flickinger, Box 1326,
Twenty-nine Palms, Calif.

• MERCEDES-BENZ 220 sedan. Purchased new Decem-
ber 1955, under 2000 miles. Immaculate, fully equipped,
leather interior. Sacrifice \$2000 below cost. Consider VW
in trade. Dick Merritt, 862 1/2 15th St., Boulder, Colo.

• SPECIAL MG-TC, 1360 cc., 9.1 cr., balanced,
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• MG MAGNETTE '36 NA 6 cyl. ohc. 4 seat open. Stock.
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• MG SPECIAL. Twin tube frame, rack and pinion steering,
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4.0 to 1 rear end. 6 new Firestone tires, tubes; six
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other sports car on trade of \$1000 value, need \$1250
cash, make offer. Phone WA. 1-2942, H. B. Prestridge,
9555 S. River Oaks, Baton Rouge, La.

• 1935 MG PB excellent mechanical and body. Poor
paint, ohc engine recently overhauled. A very interesting
car. Can deliver anywhere along Boston to Chicago Route
\$1240 or trade. T. S. Budlong, Cambridge, Mass.

• 1948 MG TC. Beautifully maintained, new light blue
finish, blue top, new blue leather seats, white tonneau cover,
walnut dash, excellent engine and tires. \$1395. Courtney
Nelson, 2818 East 48th St., Tulsa, Oklahoma.

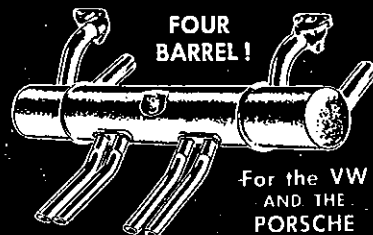
• MG SPECIAL Tubular chassis, aluminum body, complies
to F.I.A. Raced three nationals. 1955 two seconds one
third engine newly overhauled. Ready \$1750. Richard
M. Matthews, Newman Springs Rd., Red Bank, N. J.

• MG TOURER 1949. One of few 4-seater MG convt.
in US. Beautifully maintained by owner-mechanic. Mark
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jacks, heater, back-up lights and turn indicators. Car
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firm. J. D. Randolph, Easton Road, Westport, Conn.

• 1948 MG TC Beautifully restored. Superb mahogany
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A-H or? David W. Rice, 1700 Santee St., L.A.-15, Calif.

• MG TC 1949. Excellent condition; top, black lacquer,
clutch, red leather, all new wheels recently respoked.
\$1100. W. A. Odden, 805 Tri-State Bldg., Cincinnati.

• V8-60 MIDGET. New engine. All running gears,
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kan, 547 Washington St., Venice, Calif. EX 6-5560.



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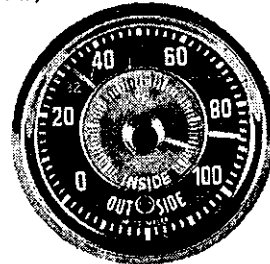
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Kansas City TRIUMPHS

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Secretary/ Treasurer	Ann Adkins 816 587-2242
Publicity	Cynthia Yin 816 587-6754
Newsletter Editor	Jim Brady 816 587-6754
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- TR3(?) Judson supercharger. Has all pulleys, boost gauge, chrome oiler. Must be used with carburetors on the passenger side. \$300. Call John Thomas (H)422-7086 (W)422-2001

July 10 - 14
Wednesday -
Sunday



VTR National Convention. July 10-14, 1996. Albany, New York. Nestled between the Catskills and the Adirondack mountains, the Albany area offers beautiful scenery and great roads. Celebrate the 40th anniversary of the TR3 with a dinner cruise on the scenic Hudson river!

Saturday's Concours d'Elegance and Participant's Choice shows will be held in Central Park Schenectady. Watch for the strolling clowns and bagpipe band! Jolly Ole England Raffle: Somebody will win a trip to England in the raffle! Activities will be split between the Century Inn and the Holiday Inn Express in Latham, NY. The Century Inn features authentic turn-of-the-century furnishings! The convention rate of \$80/night includes a full breakfast. The newly remodeled Holiday Inn Express, less than 1/4 mile away, offers a convention rate of \$70/night including a continental breakfast.

Look for registration materials early in 1996. In the meantime, if you have any questions, contact the convention coordinators: Adirondack Triumph Association, PO Box 2207, Albany, NY 12220. Or call: Rik and Vicki Schlierer (518) 356-5244 before 10pm eastern time.

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TR4 TR4A TR8 Spitfire
GT6 Stag TR4 TR4A
TR5 TR250 e GT6 Stag
TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7

**Kansas City Triumphs
Sports Car Club**

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

KC TRIUMPHS

Director's Notes:

With spring just around the corner, I had the compelling urge to jump in one of the Triumphs and take her for a spin. Relying on the weatherman's forecast, I hopped in the GT6 and ended up with disappointment - a dead battery. I thought to myself, "1 down, 2 too go"! The Spitfire, my faithful friend since I was 16, had seldom let me down but this morning was one of those rare occasions, it too had a dead battery. They say that the third time is a charm and I will vouch for that! I sat in the TR4, pulled out the choke, patted the dash along with a little "Come on baby" and turned the key. With a small trail of smoke and a big grin on my face I drove off thinking if Bernie could see me now! At the first intersection I came to, I soon remembered all the stares, thumbs up, pointing of fingers and an occasional turning head that accompany my frequent Triumph outings. You know, John Maas is right....4's Rule!

I hope everyone is getting the spring fever that Ann and I have. We had a great turn out at the Annual Planning Meeting. I think we will have another great year with our club. A "Big Thank You" to all of you who attended and offered your homes and ideas allowing for good times ahead. Just because an event or an idea was not discussed at the meeting, this does not mean it cannot be placed on our calendar. Just let one of your club officers know!

- Randy

**Soup & Stuff,
March 16th, 6:00 PM
RSVP to Margaret Luthy (913)649-8737,
by Monday, March 11th**

Make your Lake of the Ozark Reservations Now!

We are inviting other KC British Car Clubs to join us on this trip (the more the merrier). 25 rooms are being held. Call now to reserve yours - see details within.

Past Events:

1996 Planning Meeting at Zarda Bar-B-Q - We had a great turnout of club members and ideas for events! Some things to mark your calendar include: Club Night Outs, Soup & Stuff, Tech/Tune Up, Ladies Shopping Spree, Car Rallies, Lake of the Ozarks Trip, Camping Trip, Pool Party, Antique Run, and Chili Supper. Look for information about these events in the Upcoming Events section of your newsletters! We also were informed of some wonderful news - Assistant Directors Jay and Laura Smith are expecting a baby!

Club Night Out at Westport Brewing Company - Several club members and a handful of Triumphs made it out for burgers and microbrew. Our sympathy goes out to Jay and Laura Smith who might lose the latest member of their Triumph family - the TR6. The TR6 and Jay were recently hit by a Toyota 4 Runner. Jay is not sure if the Triumph will survive - we guess the insurance company will decide the car's fate. We are thankful that Jay was not injured in the accident!

Upcoming Events:

Soup & Stuff, March 16th, 6:00 PM at the home of Dick and Margaret Luthy. This year the theme is "Color Me Green" in honor of St. Patrick's Day. Scout those recipes for a traditional Irish dish or something in a shade of green. RSVP to Margaret Luthy (913)649-8737, by Monday, March 11th. See enclosed map for directions.

Tech/Tune Up, April 6th, 10:00 AM at K & S Construction Company in Parkville. For those that have not attended before this is a good time to show your expertise involved with keeping your Triumph on the road. Heavy jacks, jack-stands and ramps will be provided. Please bring your tools and coveralls for a good days workout! This event is designed for helping those with small and minor repairs regardless of your mechanical ability, know-how or gender! We will make plans for lunch. Arrangements can be made to drop vehicles off the day before to allow for engine cooling time, contact Randy Adkins (816) 587-2242.

Ladies' Shopping Spree, April 6th, 10:00 AM. While some of us are working on the toys others can shop at the Outlet Mall in Odessa, MO. Meet at the Missouri Visitors Information Center located on I-70 near the Sports Complex. Point person - Laura Smith (816)468-8483.

Club Night Out at Bo Lings on the Plaza, April 17th, 6:00 PM. Hope you can make it for a little Triumph talk. Bo Lings is located at 4800 Main St.

2nd Annual Parkville Car Display and Drive, April 27th. Display your car beginning at 9:00 AM. Later we'll hit the road for a Brady/Smith super rally combing the hills and valleys of Platte and Clay counties. We'll end the drive in Parkville with lunch at Stone Canyon Pizza. We're hoping to have a good showing from the other British clubs as well. If you have questions, contact Randy Adkins (816)587-2242.

Annual Lake of the Ozarks Trip, June 7th - 9th. Mark your calendars, this trip is always a highlight of the year! We have secured 25 rooms with lakeside views at the Inn at the Grand Glaize for an amazing low price of \$69 per night. Secure your reservation by calling 1-800-348-4731. Tell them you are with the Kansas City Triumph Car Club and the group code is 5344. All reservations must be guaranteed with a credit card number or one night's room & tax deposit. Our rooms will be held until May 6, 1996. We are planning on leaving Kansas City on Friday morning and caravan to the lake led by Jim Brady! Fun times are ahead!

TECHNICALITIES:

Roger Hurst has volunteered to answer your technical questions. Send your queries to Roger at Hurst Import Service 1113 East 23rd Street, Independence, MO 64052 and watch this space for the answer.

ALL BRITISH UPDATE:

The KC All British Car Clubs meet on the 4th Tuesday of each month, 7:00 PM, at Beamers Garage Bar & Grill, 5908 Outlook, Mission, KC. At the January meeting the event logo - highlighting this year's 15th Meet, was presented and approved. The committee also approved splitting TR6s into two distinct classes - early cars 1969 - 1972, and later cars 1973 - 1976. At the next meeting we will discuss appropriate classes for other cars and the field layout. If you have any thoughts on this please attend the meeting or contact club representatives - Pat Fischer or Jim Brady. The Triumph Club will be responsible for registration this year. We will be soliciting your help as the big event draws nearer.

MEMBER LETTERS:

by Pat Fischer

The Real Purpose of British Cars Men, Women and the Laws of Physics

Women invented British cars, and they did it as a means of achieving parity with men. But the story actually begins with the Second Law of Thermodynamics.

This is my favorite energy law: a part of it is defined as, "the spontaneous tendency toward increasing disorder of a system and its surroundings." OK, think about that for a minute. What it's saying is that randomness and disorder and things coming apart are the natural rule of things. (Yeah... tell me you didn't think about your British car right there.) But do you see what that means? Things are constantly seeking to disintegrate themselves and only a constant input of energy from the outside stops that. Disorder is actually a law of physics as unavoidable as time going by.

Well, women pretty quickly figured out that that's why they got to do the housework. I mean, housework comes undone WHILE you're watching it. The next hour dust is back. In a few days the laundry is back, and, in many cases, it's the SAME LAUNDRY. Women felt a sense of frustration and selfishness. They shoved or hauled or chased the same stuff around all the time, while men traditionally went off to the office or factory where you worked at things that actually got DONE. You men made things, you built things, you increased profits or designed new widgets. You didn't do things that undid themselves; at least they didn't undo over your lunch hour, and usually not while your name could still be connected with it. You didn't waste time making breakfast, lunch and supper, which are things that just completely disappear and leave dirty dishes behind.

One of the more advanced tools women used to balance this inequality of pointlessness was the lawn. This was a great stride forward in sharing with men. Keeping a top quality lawn is hard work; it is time consuming; it needs to be done often, even weekly in growing season (and they've expanded the season with pre-emergents, post-emergents and spring and fall feedings). The lawn is never quite flawless, and it is right there at home where it reminds you and your neighbors all about it when you'd rather be watching baseball. The lawn idea was almost perfect, but not quite. After it's mown, the grass actually looks a lot better for several days. Leaves and trees cleaned up make an immediate visible improvement that lasts until the next season. It was a great early attempt, but didn't go quite far enough. Then, I swear it's true, a woman convinced her husband to build a British car.

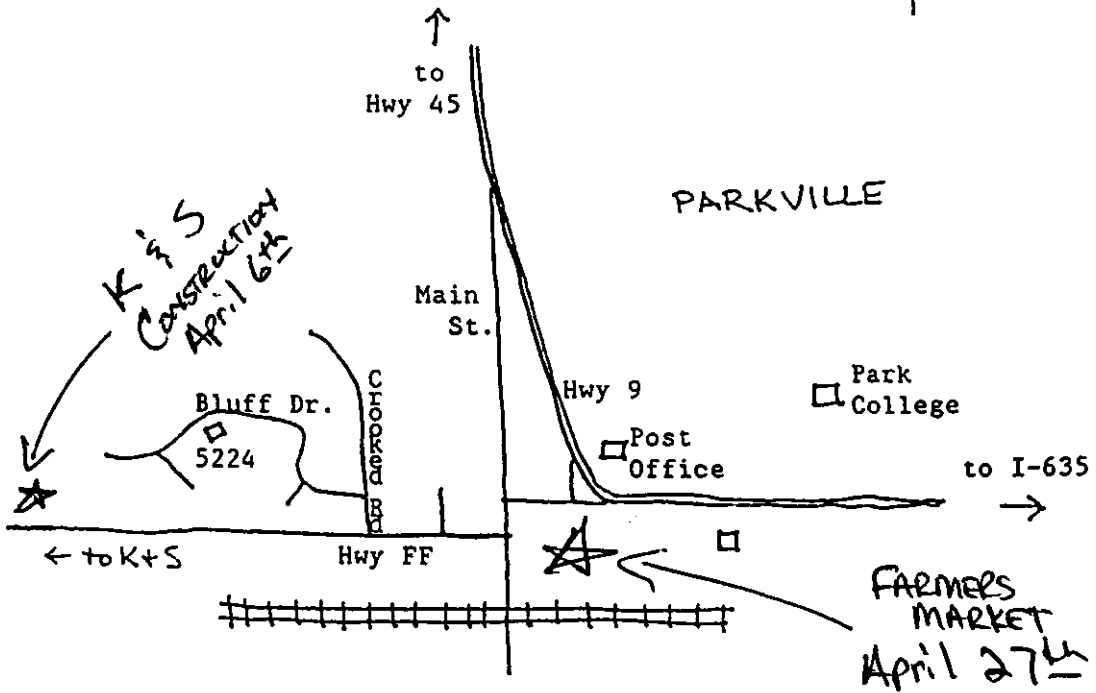
Here was the perfect device. Sexy and self-involving enough to be fascinating. Looked great when you wore it. You could brag about it to the other guys. You could talk technical stuff about compression ratios, rear-end gears, carbs and manifolds. Stock and after-market accessories, frame-up restorations, owned it for 20 years or it was the 20th model you'd owned. Very seductive and, best of all, a complete, perfect vacuum, a black hole, of time, money and effort. You started with a list of maintenance and upgrade items to be done. As you worked your way through it, it got longer. Then, entropy caught up to your car and you've started at the top of the list again. You're doing things, fixing broken parts, stripping and repainting that which you've done, fixed and painted before. You can't give it up and yet when you let yourself think about it you feel like a fool. With its all-natural rubber, its Lucas electrics, its charming idiosyncrasies, the British car is a system with a more-than-ordinary tendency toward increasing disorder.

We just thought it would be nice to share.

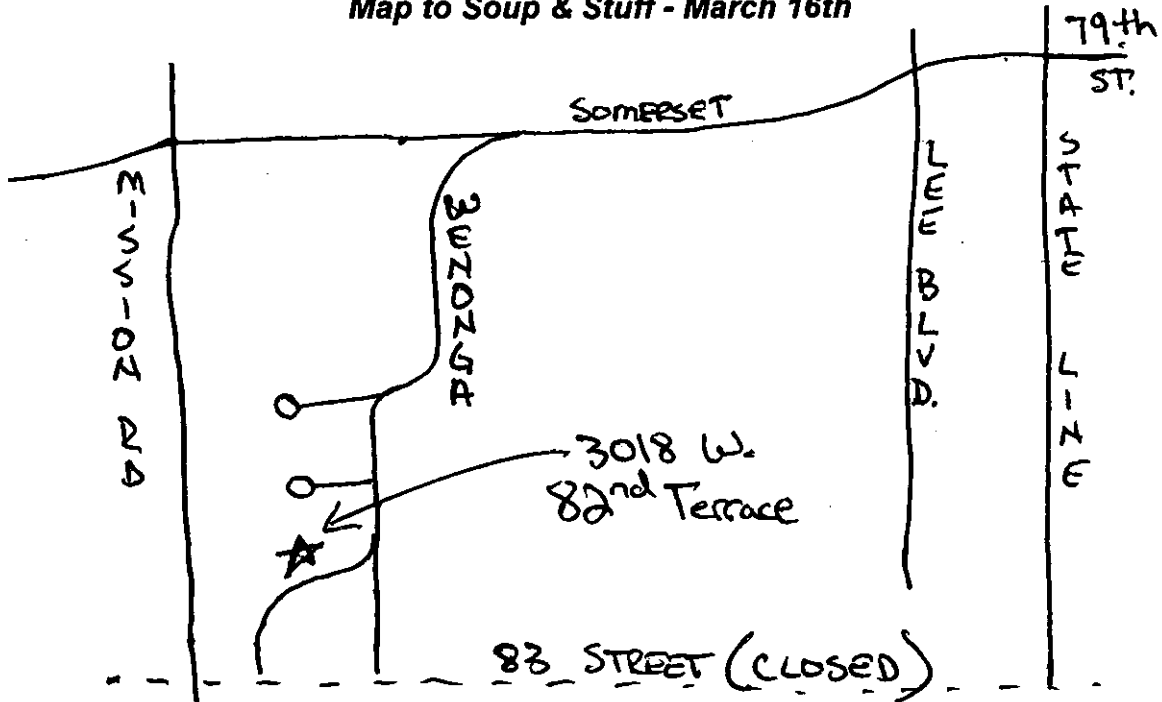
Pat Fischer

Ed. Note: Pat has owned five British cars, including her current, and third, Triumph

Map to Parkville Events:



Map to Soup & Stuff - March 16th



RSVP: Margaret Luthy (913)649-8737

THE HISTORY OF TRIUMPH

by Paul McBride

PART II: EARLY MOTORCARS 1923-1933

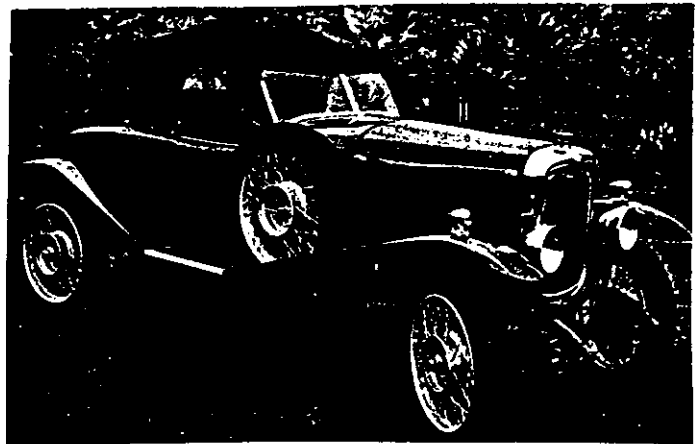
This second installment of the Triumph Marque history will take us from the first motorcar through the maze of early models, to the end of Siegfried Bettman's reign as founder and Managing Director in 1933.

"It is only natural that the rider of Triumph Motor Cycles, as he ascends the ladder of success in life, will arrive at a time when he finds he wants a car. Then, it is purely logical, his first thought will be of a car made by the same firm".....an early Triumph motorcar advertisement (1926). The company's desire to "tie-in" the new motorcar with their outstanding motorcycle reputation is obvious, and the ad even includes the use of the famous motorcycle script with the "R" and "H" connected by a swooping curved line. It would be fascinating to know how many "Generation X" members of the day did indeed remain loyal as they climbed from motorcycle to car!

Perhaps I should begin a description of the early cars by an explanation of the curious British classification of cars by dual numbers: e.g. 10/20, 13/35, 15/50. The first number represents the Treasury horsepower rating for tax purposes, and the second, the approximate actual horsepower. Hence the first Triumph motorcar was known as the 10/20.

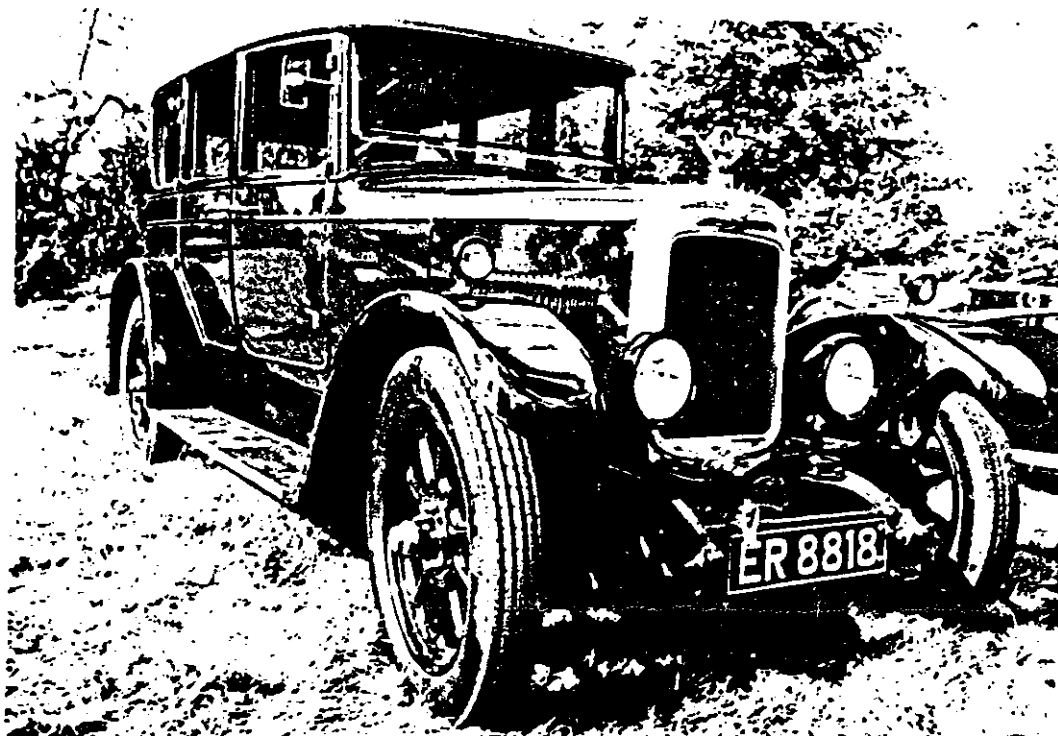
Design of this car began in 1919, but it wasn't until the purchase of the defunct Dawson Car Co. factory in 1921 that production could become a reality. The 10/20, after presumably undergoing considerable development, was introduced to the public in April 1923. A conventional middle class car containing magnificent materials and workmanship was the general impression from owners and testers. It was powered by a 1393cc flat head 4 cyl with Zenith carb, magneto ignition, and splash lubrication. Four speed transmission, leaf springs, rear wheel only mechanical brakes, added to the rather mundane specifications. However, the 10/20 was well reported in the press because of its extensive standard equipment: Lucas lights, starter, leather trim, clock and speedometer. From the beginning, handling, performance, and reliability were praiseworthy traits of Triumph Cars.

The **10/20 Sports** model soon followed. It was an aluminum-bodied, 2 seater with an improved cylinder head and revised gear ratios. "*Autocar*" thought it lively and responsive, with an exhaust that "burbled like a semi-Brooklands racer". Its top speed tested at 62 mph.



1923 Triumph 10/20 Sports

In 1924 a larger model, the 13/35, became the first British car with 4 wheel hydraulic brakes. Triumph was destined to pioneer the two most important brake advancements, i.e. hydraulics and discs, in motorcar history! The **15/50**, also known as the **Triumph Fifteen**, was larger still and had a bored out 13/35 engine. These later models were luxuriously equipped, but because of their increased weight, no performance gain was realized.



Triumph 15/50

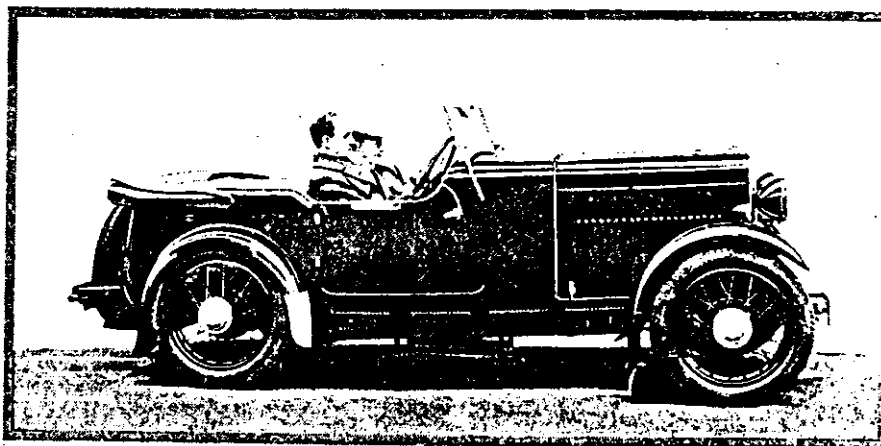
Production of these "numbered models" overlapped to some extent, but all had ceased by 1930. Because the larger cars never sold as well as the 10/20, the company decided to concentrate on the development of a "Quality Light Car", a small medium priced car that gave exceptional value for the money. Sort of a miniature of a large expensive car.....this was a theme that Triumph repeated through the years.

Triumph's "Quality Light Car" target became the **Super Seven**, a tiny car with an 832cc engine of some 21 hp. Introduced in 1927, it was very successful with over 18,000 built through 1932. Specifications not usually found on such a small car: four wheel hydraulic brakes, three bearing crank and camshaft, and full pressure lubrication. A sports model, capable of speeds over 70 mph, featured a tuned engine with Cozett supercharger option and a 2 seater ducktail body with no doors. The Super Seven accumulated a remarkable record in rallying and transcontinental trips: crossing Australia, North America and New Zealand. Donald Healey (of later fame) drove a saloon in the 1930 Monte Carlo Rally to a best performance by a British car and 7th overall.

In 1931 Siegfried Bettman was looking to retire and Lt. Col. Claude Holbrook became assistant managing director. There were now six Triumph factories in Coventry with 3000 employees. But Triumph was not immune to financial difficulties during these depression years, and in 1931 the company did not pay a dividend for the first time in 30 years. By 1921 the once ample financial reserves were used up and there was a sizable deficit.

Three more models, all related, will complete our survey to 1933, The **Scorpion** (who was picking the names?) much resembled the Super Seven, but had a small six cylinder engine derived from the Seven's four. In 1932 came the **Super Nine** based on the earlier Scorpion chassis, but with a Coventry Climax four cylinder, overhead intake/side exhaust engine that became the primary Triumph powerplant until 1937.

Also introduced in 1932, and based on the Super Nine, was what many consider to be the first real Triumph sports car, the **Southern Cross**. It certainly looked the part: open four seater with tonneau often covering the rear seats, cycle fenders, folding windshield, Brookland steering wheel, full instrumentation including tachometer, and spare mounted at the back and wire wheels. "*Autocar*" had this to say: "A car which will have strong appeal to the sportsmen. A sports car with considerable refinement in its running".



1932 Triumph Southern Cross

Col. Holbrook's influence was beginning to be felt, and the direction of Triumph was to a more elegant and sporting product. He set up a body design and styling department, headed by Walter Belgrove (the eventual designer of the TR2). Work began on a range of cars with dramatic new styling, handling and performance. Siegfried Bettman finally retired and the "Gloria" years were ahead!

Next installment: FROM GLORIAS TO BOMBS

5K Run - Several Club members will participate in the River Trail 5K/10K or 2 Mile Run in Parkville on Sunday, March 31 (its a good way to make sure you don't out grow your Triumph!). We'll enjoy a post race pancake breakfast. If interested contact Jim Brady 587-6754

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May 17-18, 1996

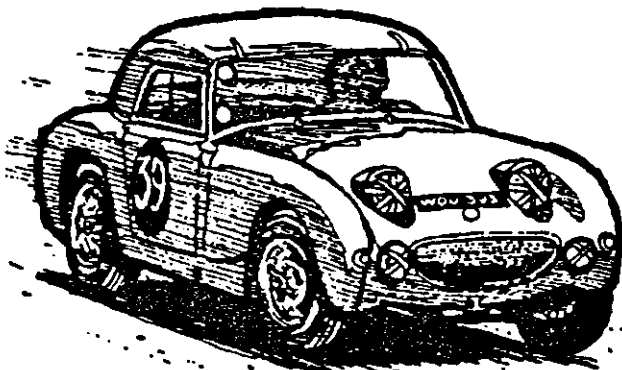
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Saturday
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Noon Lunch at airport on your own
1-3 Driving tour and show
5 Dinner and Show at Stark
Chicken & Picken
9-12 Dance at Jesse's

Sunday
May 21 Breakfast and heading home

REGISTRATION FORM

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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 _____	\$10	\$ _____	(Dinner limited to 1st. 85 people)

Total \$ _____

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KC TRIUMPHS 1996 SCHEDULE

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March

16 Soup & Stuff Social
PP: Dick & Margaret Luthy
27 Club Night Out,
Bandero's, PP: Randy Adkins

April

6 Wash/Wax & Tune-up,
PP: Randy Adkins
6 Ladies Day-Out, Osage
Outlet Mall, PP: Ann Adkins
17 Club Night Out, Bo Lings
27 Parkville All-British
PP: Randy Adkins
28 All British Swap Meet

May

4 Overnight at Arrow Rock
PP: Randy Adkins
18 Chanute Chute-Out,
PP: Jim Brady

June

7-9 Lake of the Ozarks Trip, PP: Jim Brady
29-30 The MAAS Madness Rally, PP: John Maas

July

13 Taylors Barbeque/Pool Party, PP: Larry & Joan Taylor
27 Liberty Cruise Night,
PP: John Maas

August

7 Club Night Out, Stroud's,
PP: Randy Adkins
17 Drive-In Night, PP: Jay Smith
30 -1 Kansas City All British Meet PP: Jim Brady

September

21 Owasso OK All Brit Car Show, PP: Jim Brady
21 St Louis All British Car Show

October

6 Lawrence Car Show,
PP: Jay Smith
12 Antique Run, PP: Ann Adkins
26 Period Party, PP: Frank & Connie Andrews

November

15 Annual Dinner,
PP: Ann Adkins

December

10 Club Night Out to enjoy the Plaza Lights,
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.

Kansas City TRIUMPHS

Officers:

Director	Randy & Ann Adkins 816 587-2242
Assistant Director	Jay & Laura Smith 816 468-8483
Secretary/ Treasurer	Ann Adkins 816 587-2242
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	Roger Hurst 816-373-3100

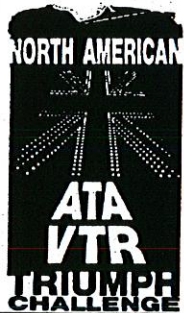
Classifieds:

1974 TR6, red, new paint, seats, carpet, door panels and top. Michelin Red Line tires. TR6 standard chrome beauty rings. This car has been pictured on the cover of the Victoria British catalogue. Mileage reads 86,000 title states not actual. \$5,000. Daniel Yates 441-8819

1967 Triumph Sports 1200, white with red interior, removable hardtop. The car has been restored and has always been garaged. She runs great and is in excellent condition. We have had our fun with her and now it is your turn! \$3,000. Jim Gourd (417) 667-6192

TR7 Crank - ready to install - magnifluxed .010 under, plus lots of other TR7 parts \$100 Steve Lopes (913)842-7131 or SLOpes@aol.com

July 10 - 14
Wednesday -
Sunday



VTR National Convention. July 10-14, 1996. Albany, New York. Nestled between the Catskills and the Adirondack mountains, the Albany area offers beautiful scenery and great roads. Celebrate the 40th anniversary of the TR3 with a dinner cruise on the scenic Hudson river!

Saturday's Concours d'Elegance and Participant's Choice shows will be held in Central Park Schenectady. Watch for the strolling clowns and bagpipe band! Jolly Ole England Raffle: Somebody will win a trip to England in the raffle! Activities will be split between the Century Inn and the Holiday Inn Express in Latham, NY. The Century Inn features authentic turn-of-the-century furnishings! The convention rate of \$80/night includes a full breakfast. The newly remodeled Holiday Inn Express, less than 1/4 mile away, offers a convention rate of \$70/night including a continental breakfast.

Look for registration materials early in 1996. In the meantime, if you have any questions, contact the convention coordinators: Adirondack Triumph Association, PO Box 2207, Albany, NY 12220. Or call: Rik and Vicki Schlierer (518) 356-5244 before 10pm eastern time.

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TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7
TR8 Spitfir TR3A TR3B
TR4 TR4A T R8 Spitfire
GT6 Stag T TR4 TR4A-
TR5 TR250 e GT6 Stag
TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7

**Kansas City Triumphs
Sports Car Club**

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

KC TRIUMPHS

DIRECTOR'S NOTES:

Randy reported in the last newsletter notes he was a little disappointed when the old' Spitfire let him down one morning when he got the cruising urge.... I am here to report not only did it let him down he spent that next weekend in his second home (that darn garage he built last summer) getting the car into top notch shape. I have a feeling it was the Irish blood coming out in him. He tends to do this every time St. Patrick's day roll around! After the Luthy's "Color Me Green" party we were in such a festive mood we decided to celebrate St. Patrick's day right by driving the Spitfire to O'Malley's pub in Weston to listen to Irish tunes and have Irish stew. I have to admit we looked pretty good in the British racing green Spitfire...Randy didn't look to bad himself in his English driving hat and shorts (yes, shorts)! We were joined by fellow club members Dan & Jennifer Heiman and Jim Brady. If you have not been to O'Malley's pub, we highly recommend it. The drive to Weston is perfect for taking the car out for a spring spin.

I am not quite sure what Randy was overcome by when we left but he threw me the keys to his pride and joy and asked me if I wanted to drive home. Well that is one time he didn't have to ask twice!

- Ann

Upcoming Events

(details inside)

Overnight Trip to Arrow Rock, May 4,5

← THIS WEEKEND!

Chute-Out in Chanute, May 17,18,19

SCCA Racing at Heartland, May 25,26

Lake of the Ozarks Get Away, June 7,8,9

Maas Madness Rally, June 29,30

(details in next newsletter but mark your calendars now)

Taylor's Barbecue & Pool Party, July 13

Liberty Cruise Night, July 27

Club Night Out - Stroud's, August 7

Burgers & Movie Night, August 17

KC All British Meet, August 30, September 1

PAST EVENTS:

Soup & Stuff at the Luthy's - A big THANK YOU to Dick & Margaret for hosting the "Color Me Green" theme party. We have some pretty talented cooks in our club. Who would have ever thought green food could taste so good?

Tech/Tune Up - K & S Construction Company opened up its door for our club mechanics to show off their mechanical expertise. The event brought out several new club members along with the old die hards. Thanks to "Ace" mechanics Jim Brady, Jay Smith and Dick Woody, we were able to solve several hidden problems. Brake master cylinders were rebuilt, timing chains replaced and carbs tuned due to our determination. Area mechanic shops BEWARE there is a new breed of Triumph owner in town! Many of the cars went home running a lot better than when they arrived! A big THANKS to the Guenther brothers for bringing out their race prepared GT6 and allowing Randy to see what she would do!

Ladies' Shopping Spree at Odessa Outlet Mall - A handful of the club shopping experts hit the pavement at the outlet mall. Suzanne Hoff was in town and joined us. Cynthia Yin and Ann Adkins have a suggestion for next years Shopping Spree - it should not be scheduled the same day as the Tech/Tune Up! Brooke Adkins was not in much of a shopping mood, apparently she would have preferred to help her dad with the TR4!

Club Night Out at Bo Lings on the Plaza - It was a small turnout - Richard & Virginia Peak, new member John Jamison, and the Brady-Yins. As always the eating was good.

UPCOMING EVENTS:

Arrow Rock Camping Trip, May 4th -5th. Have you ever been camping in your Triumph? Club members, Jan and Karen Berry and David and Kaye Perkins are hosting the camping trip in their quaint hometown! Last year we all had such a ball we decided we had to go back! We will plan to visit several antique shops and have a campsite cookout at Arrow Rock State Park. Jan and Karen have made arrangements for lunch on Saturday at the local tavern. Plan on bringing your favorite fixins' to be grilled over an open fire Saturday evening. Our gracious hosts have planned a "He-Man" breakfast, no offense ladies, at their home Sunday morning. For more information contact Randy Adkins (816) 587-2242. For Bed & Breakfast accommodations contact Karen Berry (816) 837-3472. So pack up that Triumph and come camping with us! We will meet at the Blue Ridge Mall (near Chi Chi's) at 9:00 A.M and head west for a scenic journey to Arrow Rock.

3rd Annual "Chute-Out" in Chanute All British Car Show, May 17th - 18th. As witnessed by several club members this proved to be an exciting time watching fellow members race down a 5,000 ft airport taxiway. A group of club members will be meeting Friday evening, May 17th at 5:30 P.M. at the Mc Donald's located at I-35 and 69 Highway in Olathe. For more information regarding the trip down contact Jim Brady at (816) 587-6754. For information regarding the show contact Steve Fickel at (316) 431-0515.

Heartland Park SCCA Racing May 24/25th. Come on out to the races at Heartland Park and cheer on Triumph GT6 campaigners Steve and Mark Guenther. We are working on getting a special spectator price (maybe as low as \$5/head), access to the pit area and perhaps a paced lap around

the track in our TRs. Racing starts at 9:00 AM so we'll be leaving at 7:00 AM from the McDonalds at 1435 & 87th St. in Lenexa. For additional details call Randy Adkins at (816)587-2242.

Annual Lake of the Ozarks Trip, June 7th - 9th. Time is running out... Mark those calendars! Reservations must be received by May 7th to ensure your discounted price of \$69 per night at the Inn at the Grand Glaize. After May 7th rooms will be subject to availability and current room prices. Secure your reservation by calling 1-800-348-4731. Tell them you are with the Kansas City Triumph Car Club and the group code is 5344. All reservations must be guaranteed with a credit card number or one night's room & tax deposit. We are planning on leaving Kansas City on Friday morning and will caravan to the lake led by Jim Brady. Call 587-6754 if you're going Friday morning. Please meet at the Red Lobster parking lot at Bannister Mall at 9:00 A.M. This year we will have an itinerary of pre-planned events such as boating, go-carts, shopping, lunches and dinners if you would like to meet up with fellow club members. Fun times are ahead!

Maas Madness Road Rally, June 29th - 30th. This will be a two day driving event. We leave Harrisonville, Missouri at 8:30 a.m. on June 29th and return to Kansas City on June 30th, late afternoon. We will drive through scenic Missouri to an undisclosed (secret) location. Once there we will stay at the un-ubiquitous Rest Haven Motor Court. We will shop for antiques and cool guy stuff. The driving will be split up between Time/Speed/Distance Rallying, scenic cruising and eating fine road food. Many other surprises are planned. The cost for this extravaganza of fun is only \$52.00/per person or \$70.00/per couple. Please RSVP to point person John Maas at 452-9097 by May 15th.

OTHER CLUBS' ACTIVITIES OF INTEREST:

The Midwest MGA Club is attending the Powell Garden 9th Annual May Day Festival on May 5th. A caravan will leave at 10:00 AM from the UMB Bank at the corner of Metcalf and College Blvd. and drive to Lees' Summit. At 11:00 AM the group will leave the Boatmen's Bank parking lot. (take Chipman Rd. exit off Hwy 40 west one block to bank). For additional information call David or Janet Suddock at 782-0956.

June 1,2nd -Jaguar Annual Concours at Hawthorne, Shopping Center 119th & Mission, classes for other marques. Watch newspaper for details or call Barry Greenstein (913)685-2213

June 7,8th - MG Heartland Regional Car Show, Independence Square, classes for other marques. Call Mel Finch (816)941-8454 for information.

TEN YEARS AGO:

In the Spirit of 1986, KCT began the season with a party at Bob & Marilyn McBean's. Over 30 people spent the evening schmoozing and trying to help Ken Regennitter remember who he borrowed the starter from for his TR2!

Club jackets were selling well at \$30 per. Herb Moore advertised many TR3 parts in mint condition. The upcoming auction of the remainder of Harrah's auto collection included a 1954 TR2 with 7,189 miles, paint fair, rusting hubcaps?, poor top but good running condition.

The "Tech & Tarry" event at Maggie Jones Restaurant was attended by some 40 members who listened to a presentation by reps from Meguiars auto polishing co. The performance of Meguiars #4

& #7 was hotly debated and Ricci Ballesteros bought a case of both! Member Larry Gaines was the gracious host and owner of Maggie Jones.

There were nine new members. One, Ted Honig, would eventually become the Director of KC Triumphs.

Put a Triumph In Your Day!

- Paul McBride

CLUB SUGGESTION BOX:

It's been suggested that we form a list of club members interested in participating in spontaneous drives. The drives would include exploring new roads, hitting lunch spots and seeing the sights. If you are interested in having your name added to the list please contact Pat Fischer (913)897-9543. Those that are interested can take turns calling everyone and planning a drive. These are spontaneous drives so details will not be in the newsletter.

Welcome New Club Members:

Mark & Marianne Damon
9905 Buena Vista
Overland Park, KS 66207
1960 TR3A
913-341-2258

John Jamison
5017 Tomahawk
Prairie Village, KS 66208
1968 GT6 MKI
913-362-5688

Gregg Mick
P O Box 47022
Kansas City, MO 64118
1972 TR6 & 1976 TR6
816-453-7063

ALL BRITISH UPDATE:

The KC All British Car Clubs meet on the 4th Tuesday of each month, 7:00 PM, at Beamers Garage Bar & Grill, 5908 Outlook, Mission, KC. Planning is progressing well. Registration prices will remain similar to last year but this year dinner will be sit down - no more waiting in the buffet line. Registration forms will be mailed in June. The Triumph Club has registration responsibilities more information next month.

MEMBER LETTERS:

Hello, First of all let me compliment you on the newsletters new format and logo, they are excellent. The series of articles concerning the history of Triumph is very good.

Several months ago I wrote asking about a new PCV valve for a 1967 TR4A. No one knew where to find one including Moss, The Roadster Factory and Victoria British, however a fellow from the C.A.R. division of TRF recommended I call Team Triumph.

Team Triumph does not have a catalog, 800 number or accept credit cards. They will accept a personal check and ship U.P.S. In addition, for \$35 they have a supply of new N.O.S. PCV valves for a 1976 TR4A. I have enclosed a copy of their business card. Perhaps other club members will find their services helpful.

In the meantime, hope you and your car thaw out before the next meeting.

SPECIALIZING IN THE RECYCLING OF BRITISH SPORTS CAR PARTS



Team Triumph
British Automotive



- Spitfire, GT6, TR3, TR4, TR6, TR7, MG Midget, MGB, Bug Eye, Others Available
- Hard to locate and obsolete parts
- New, N.O.S. Performance

- Reconditioned and Remanufactured Parts
- **WANTED:** British Cars, any condition

Michael Robins
PO Box 8122
St. Joseph, MO 64508
(816)279-2383

SCOTT HARPER
216-392-7176

695 Summit St. N.W.
P.O. Box 3594
Warren, OH 44485

PS Let me know if anyone would like a driving tour of St. Joseph.

Last Summer I started to restore my '76 TR6. I purchased a '72 TR6 for the frame and now I have extra TR6 parts that I need to give away before I move in June. If you would pass the word w/i the Triumph Club I would appreciate it and someone could benefit from the parts.

Secondly, I too, am interested in where to restore my chrome parts. I also need helpful hints on: realigning my front end after removing the shims from the lower wishbone, realigning the rear wheel toe-in/camber, and any other helpful hints would be greatly appreciated.

Thanks
Kevin Wall
126 Hampton CT.
Lansing, KS 66043
(913)727-1462

GT6 TAKES 2ND IN GT3

On March 24, Triumph Club member Steve Guenther, took 2nd place in SCCA's GT3 class at Gateway Raceway in Madison, Illinois. After completing Driver's School on Friday and Saturday, he raced on Sunday.

This culminates a month of frustrating repairs and assembly for Crew Chief, Mark Guenther, Steve had just bought the car a month before the race. The major problem to get the car "race ready" was finding a head that would work. They went through 3 heads just to find one good one! (didn't someone once say three heads is better than one? - ed.)

On Race Weekend, they had to put on 3 different third members. The gear plug fell out of the transmission during the time trials leaving Steve in a puff of smoke. The crowd thought it might be over for the mighty little GT6. Back in the pit Mark went to work and luckily no damage was done. They were able to time the car and give it a green light to race. And, the car was ready to go by race time! Steve Smidt was also racing a GT6 in E production (slightly less modified than the GT4 category). Unfortunately he didn't finish the race. These were the only Triumphs in the race.

Steve and Mark will be entered into several races during the Spring/Summer - racing #20 Triumph GT6. Their next race will be April 13th and 14th in Hallet, OK. They will also race in Topeka, KS and back to Madison, IL several times. Anyone interested in going to a race weekend please call Mark

Guenther at 246-0116 or Steve Guenther at 354-2476 to coordinate plans. It sure would be nice to see some more Triumph fans at the races!

Carole Lundergan

(editors note: see up coming events for details about going out to the races on May 24/25th)

THE HISTORY OF TRIUMPH

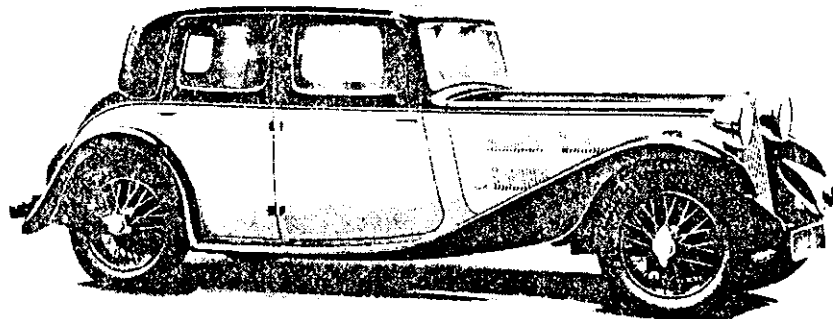
by Paul McBride

Part III: From Glorias To Bombs 1934-1940

In 1933 Claude Holbrook, the managing director of Triumph, began to assemble an impressive staff who would develop the Gloria line of Triumph cars. Styled by Frank Warner, they are in my eyes the prettiest, most elegant and well proportioned Triumphs ever produced. Donald Healey joined from Riley, and had a major impact on the sporting quality and engineering.

Glorias were produced from 1934 to 1938 and came in all manner of coachworks: 4 and 6 window saloons, tourers and coupes. The more sporting varieties were given second names: Vitesse (tuned engine and chassis), Monte Carlo (rakish 2/4 tourer), Southern Cross (2 seater based on the Monte Carlo). They were genuine British sports cars of the time, and won their share of rallies and trials.

The 1934 Gloria Six saloon. Four-cylinder and six-cylinder cars used the same basic body and chassis, but there was a wheelbase difference, the extra being incorporated between the cowl and the front axle. You can identify the model by the number of bonnet louvre groups — three for a Six and two for a Four. *(Autocar)*



All Glorias were powered by Coventry Climax designed 4 & 6 cylinder engines. They were well equipped cars with permanent jacking systems, windshield washers, self canceling turn indicators, tachometer, clock and metallic paint. Other options included a quick release gas cap, reversing lamp and adjustable shock absorbers. The Gloria motto "SMARTEST CARS IN THE LAND" was not so much hype as fact! In the mid-price range, they were exceptional motorcars and the American Classic Car Club has since voted the six cylinder Gloria - classic member status.

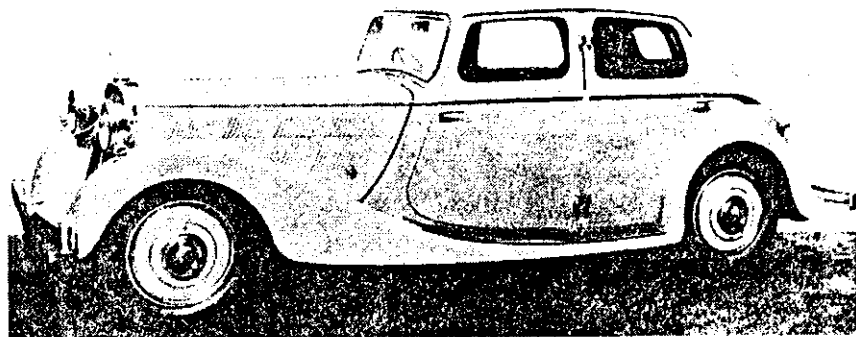
The motorcycle business was sold off in 1936, an irony because it became a huge success, whereas the car line never escaped indebtedness. In fact by 1937 the Triumph Motorcar Co. was in deep financial trouble. With tenacious optimism they introduced a new line of cars: the Dolomites (named after a range of mountains in Italy). Unfortunately the Glorias and the sports cars were gradually phased out.

New Triumph overhead valve engines designed by Donald Healey powered the Dolomites and were produced in three sizes: 1496cc, 1767cc four cylinder and a 1991cc six. They were the first Triumph

engines to use the famous SU carbs. The engines were accompanied by a new 4 speed synchromesh transmission.

Dolomites were handsome looking cars with the exception of a bizarre "waterfall grille" which appeared to be borrowed from some of the uglier late 30's American cars. The grille was designed by Walter Belgrove who must rank high among the most inconsistent auto stylist ever. One wonders how the 1935 Southern Cross and the 1950 TRX could have come from the same imagination! The grille was so unfortunate that it created a distinctly unpleasant reaction in the British press and Triumph hurriedly offered the **Continental** - a Dolomite with a conventional nose.

Perhaps the most desirable late 30's Triumph was the '37-'39 **Vitesse**. It was much like the classic Gloria but with the new engine and transmission.



The 2-litre six-cylinder Vitesse for 1937, complete with smart wheel discs. (Autocar)

The knowledgeable Triumph history bluffer will recognize that I have yet to mention the most sensational Triumph ever made: the double overhead cam straight eight, supercharged 1934 **Dolomite** created by Donald Healey. It was a sensation because of its looks, specifications, and potential. As an influence on the success of Triumph, it was a complete flop. Only 3 of the 2-seat roadster prototypes were made (no production - no sales). The supercharger was soon discarded, the huge brakes didn't work, and it was not a success in racing or rallying. In retrospect, it was a rather obvious copy of the Alfa Romeo 8C 2300, and Healey has never been enthusiastic about discussing the car or the situation. The cars were soon sold off by the factory and rebodied by the new owners. They disappeared during the 50's, but one resurfaced thirty years later in a splendid restoration with a new original appearing body (except for curiously bobbed rear fenders). "Road & Track", Feb. 1986 has the story and pictures.

In spite of the beautiful Glorias, the sports models and the dependable well appointed Dolomites, Triumph could not survive the fate of the world economy and their own poor management. The final Triumph, before bankruptcy, receivership and World War II, was the **Triumph 12**, a cheap Dolomite with restyled fenders, trunk, and a square radiator. Only 50 were made and 3 have survived.

Approximately 4,000 Glorias and 7,000 Dolomite Vitesse and Continentals were produced.... not enough to realize a profit. In the summer of 1939, Triumph Motor Co. was sold to Thomas Ward & Co. Hitler entered Poland and the war was on. Soon the British government purchased some of the old Triumph factory for war production. Car production ceased by late 1939 and spares were stored in remaining facilities. On November 14, 1940, massive German bombing destroyed what was left of Triumph. Spares were bulldozed into rubble or sold as scrap. Triumph was literally buried!

Next installment: **THE "STANDARD" REBIRTH AND SUCCESS**

YOU SAY TOMATO, I SAY TOE MAH TOE

Jerry Bottenfield, Pittsburg, KS

"Giving the English language to the Americans is like giving sex to small children; they know it's important, but they don't know what to do with it."
- The London Times, 1974 -

A LEXICON FOR THE AMERICAN TOURIST TO BRITAIN

IN ENGLISH

FOOD:

aubergine
biscuit
candy floss
courgette
creamed potatoes
desert
jacket potato
martini
mince
pie
pudding
scone
tart
bubble & squeak
faggots & peas
bangers & mash
angel on horseback
toad in the hole
spotted dick

THROUGH THE ALPHABET WITH THE ENGLISH:

afters
bang on the nose
(the) bewildered
biro
Bob's your uncle!
the bog
also the loo,
the WC,
the convenience
bomb
Bristols
chippie
caravan
cheesed off
cheesy
chicken flesh
courgette
creamed potatoes
dead as mutton
diversion
dual carriageway
dustbin
dustman
estate car
also shooting brake
face flannel
fag
fart in a colander
also: a tit in a trance
first floor
full stop

IN AMERICAN

eggplant
cracker, cookie
cotton candy
zuchini
mashed potatoes
fruit course at end of meal
baked potato
vermouth (and nothing more)
ground beef
only meat pie
desert of any kind
biscuit
a fruit pie
grilled leftover veggies and potatoes
meatballs and peas
sausage and 'creamed' potatoes
oyster wrapped in bacon
sausage wrapped in puff pastry
pudding with raisins or currants

desert
on the nose
the retarded (also the backward)
ball point pen (commercial name)
Voila! That's it!
the toilet (john)

a smash hit
breasts (Cockney, Bristol City)
fish and chips shop
house trailer
fed up
swanky
goose pimples
zuchini
mashed potatoes
dead as a doornail
detour
four lane
trash can
trash man
station wagon

washcloth (for the face)
cigarette
restless person unable to decide

second floor
period

get knotted
greaseproof paper
a half
a swift half
half and half
headed paper
immersion tank (geyser)
interval
ironmonger
Joe Bloggs
jumper
keep your pecker up
knackered
knickers
knocker
knock you up
"I'll knock you up at 6:00."

ladder in my tights
lint
lorry
tarmac
mutton dressed as lamb
nail varnish
natter
(to) nick
noughts and crosses
on offer
panda car
pantehnicon
pavement
pie
pissed
plaster
plimsolls
preggers
public school
queue
roundabout
rubber
sacked
saloon

scheme
semi-detached
sleeping policeman
Sod's Law
subway
surgery
ta
underground
verge
wonky

stop bugging me (buzz off)
waxed paper (theirs is in sheets)
half a pint of bitter
a quick nip
ale and stout mixed
letterhead
hot water heater
intermission
hardware store
Joe Blow
pullover sweater
chin up! (not vulgar)
worn out, beat, tuckered out
panties
door to door salesman
to awaken in the morning by knocking

run in my stockings
surgical dressing
truck
asphalt (Tar MacAdam, for the inventor)
a woman trying to dress half her age
nail polish
chatter
to steal
tick tack toe
on sale ('all raincoats on offer')
police car
moving van
sidewalk (not street)
only made of meat, tarts are fruit pies
blind drunk
band aid
sneakers
pregnant
private school
line up
traffic circle
eraser
fired, dismissed
a sedan; also an area of a pub more
proper for a lady
a legitimate plan
duplex
speed bump
Murphy's Law
a pedestrian passage under the street
doctor's office
thanks
subway
shoulder of road
wobbly

PROPER IMPROPER WAYS OF BRITISH PRONUNCIATION

Worcester = Wooster

Warwick = Warick

Berkley Square = Barkley Square

clerk = clark

Norwich = Norich

herb = herb

Derby = Darby

schedule = shed yule

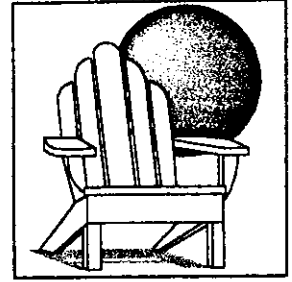
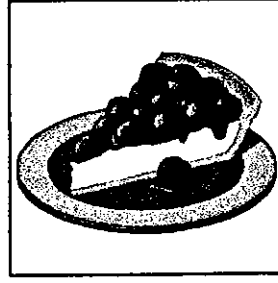
Hertford = Harford

suggest = sue jest

Leicester = Lester

vitamin = vet a men

Marylebone = Mar lee bun



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May 15th.

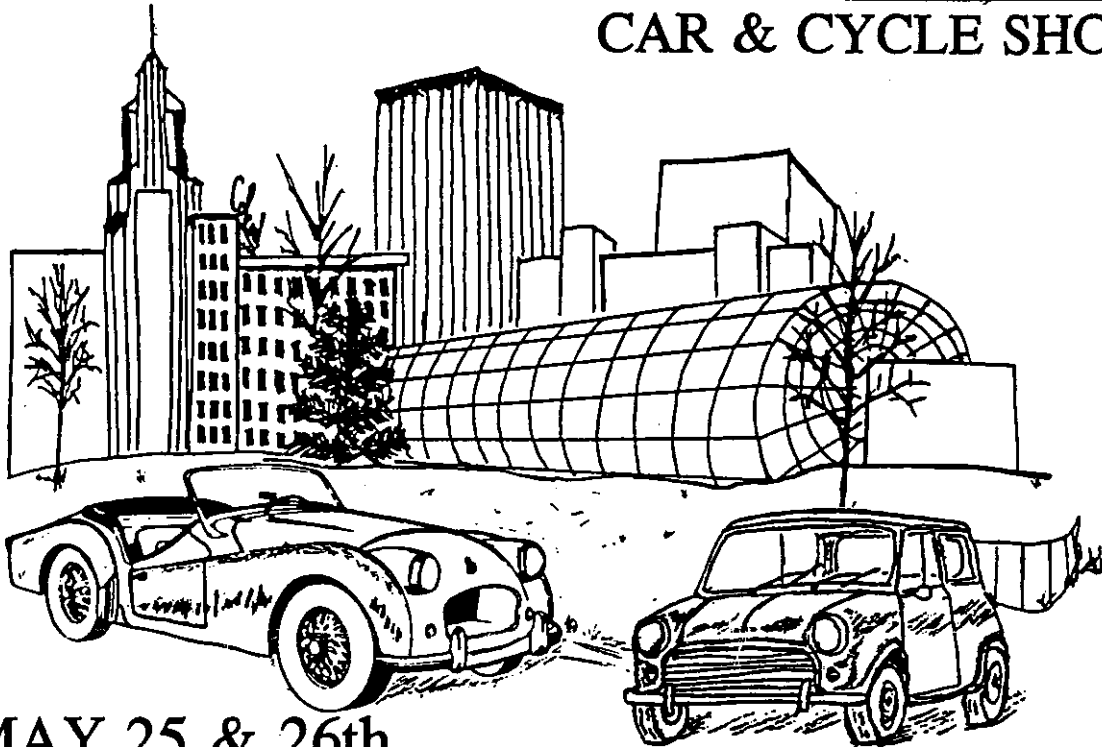


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TRIUMPH



Austin-Healey



Kansas City TRIUMPHS

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Secretary/ Treasurer	Ann Adkins 816 587-2242
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	Roger Hurst 816-373-3100

Classifieds:

For Sale: 1969 GT6+ Concourse condition, second place at the 1995 VTR Nationals with 347 points. Restored in 1985. First \$4,200 displays car at the next event. Call Randy Adkins (816)587-2242

For Sale: Hardtop for TR4/4A/250. Great condition, moving, must sell, hence \$70 OBO. Call Bernie Hoff (816) 941-0820

warped cylinder heads due to overheating, prompted the factory to set up "Triumph Engine Exchange Centers" in England.

Coy's recently sold a very original Mark II Stag for \$4,712. Two Stags fitted with Buick V6 engines—a competent if not elegant solution to the engine problems—have sold for similar amounts in the States. Don't pay more than \$7,500 for a Stag, even one in excellent condition, and then, only after a thorough engine examination, and without any expectations for heavy use. Stags are interesting, but they don't have significant potential for appreciation.

Please don't quote me if you see my friend's ad, with its \$10,000 asking price.

Contributed by Keith Martin, publisher of Sports Car Market. For subscription information call (800) 289-2819. ■

The Market

With friends like this...

At a car club meeting last week, a friend sidled up and said he was thinking of trying to sell his Triumph Stag. He wanted to know if I could "write something good about the car in *AutoWeek*, to, you know, juice up the price a little." Hey, no problem.

The Stag was a decent concept that, due primarily to poor engineering, fell flat in the market. Produced from 1970 to '78, it featured a 3.0-liter, 145-hp V8, and an unusual removable hardtop with integrated roll bar. The Stag is pleasant enough to drive, and should be considered a touring car rather than a sports car. Ongoing troubles with the timing chains, with studs pulling out of the engine block, and with

For the taking: various TR6 parts from a 1972. Call Kevin Wall (913)727-1462 (Lansing,KS)

For Sale 2-TR6s -1969s, good frame, engine, non-od trans, diff, wire & standard wheels, disassembled in 1974. Offers. Call Kent Prather (913)836-2265

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TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7
TR8 Spitfir TR3A TR3B
TR4 TR4A TR8 Spitfire
GT6 Stag TR4 TR4A
TR5 TR250 e GT6 Stag
TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7

***Kansas City Triumphs
Sports Car Club***

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



KC TRIUMPHS

DIRECTOR'S NOTES:

We have joined ranks with the Bradys...we finally have a family Triumph! A few weeks ago Randy had a back seat designed for the TR4 a.k.a "Bernie" so we could take Brooke on her first annual club trip to the Lake of the Ozarks. With the dual seat belts and a child's safety harness (borrowed from the Bradys) the set up is complete. We decided to test things out the week prior to the lake trip to make sure we did not need to call on one of the Grandmas for a weekend favor. Brooke nestled right in the back and looked pretty sporty in her sunglasses. About 2 miles down the road we had to pull over for a new hairstyle due to the wind...a minute later the ponytail was in and we were off again!

I am pleased to report we will be moving soon. Yes, can you believe it, I actually found a house with a garage bigger than Randy's now! He told me I would never be able to find a house that I liked and had enough garage space for his Triumphs and the boat. I found us a Victorian house sitting on 3 1/2 acres with a 42' x 60' Morton building...I was a woman on a mission! Our new home is closer to Randy's office in the Kearney area. One bad thing about this new garage...we have space for even more of Randy's acquired toys!

- Ann

Upcoming Events (details inside)

Taylor's Barbecue & Pool Party, July 13
Liberty Cruise Night, July 27
Club Night Out - Stroud's North, August 7
Burgers & Movie Night, August 17
KC All British Meet, August 30, September 1

Details in September Newsletter:

Owasso, OK All British Car Show, September 21
St. Louis All British Car Show, September 21
Lawrence Car Show, October 6
Antique Run, October 12
Period Party, October 26

PAST EVENTS:

Arrow Rock Camping Trip - A big **THANK YOU** to **Jan and Karen Berry** and **David and Kaye Perkins** for hosting the 2nd annual Triumph camping trip. Despite the wet weather, and a small turnout, and the Perkins' coming down with the virus from hell, we managed to have a smashing time! We had lunch at the historic Tavern and took a driving tour that lead to a fabulous winery that overlooked the river. Saturday concluded with a campsite cookout and "pudgy pies" (you will have to come next year if you want to know what one is). The Beerys hosted the Sunday morning diehard camper's breakfast at their home before we made our way back.

3rd Annual "Chute-Out" in Chanute, All British Car Show - As dusk set the "Three Amigo's" (Jay, Jim & Randy) drove off into another adventure in search of the 4th amigo, Charlie Hoch. Driving the posted speed limits, the amigo's were greeted by the rest of the British contingents. With great delight "Nurse Goodbody" a.k.a Karen Berry handed out survival kits. After a great breakfast, the green flag was dropped and the engines roared. High speeds consisted of : Randy Adkins/Spitfire 91 mph, Jay Smith/TR 4 89 mph (Bernie would be proud), Jim Brady/Stag 103 mph, Charlie Hoch/MGA 85 (2x), and David MacIntosh/TR 6 106 mph. The Austin-Healey club led by Steve Fickel showed the clubs an excellent time consisting of food, a driving tour and late night cocktails...You should have been there!

Annual Lake of the Ozarks Trip - A total of 11 Triumphs, a Morgan , a Harley-Davidson, and the "Honey Wagon" driven by Laura Smith, turned out for some fun in the sun...O.K. so there was not much sun .. I have to say this was the coolest drive we have had down and back! On the way down we stopped in Windsor and had coffee, Oreos and an enjoyable visit with Herb and Wanda Moore. (thanks for the hospitality Herb and Wanda - we're looking forward to seeing you at the All British). Friday evening we had a club dinner at the hotel and were serenaded by the piano sounds of club members Jim Brady, Jay Smith and Lauren Taylor. Saturday morning started off with the "men's breakfast club" consisting of bacon and eggs, hashbrowns, B & G's, and a side order of minnows at Big Dick's Halfway Inn (Yes, that's the name)! I regret to inform you, Charlie Hoch and Randy Adkins will sport their new T-shirts that read, "I shot the minnow". The whole purpose of this excursion was to pick up the Taylor's pontoon which they graciously offered for the club's use, **THANK YOU JOAN & LARRY!** We went boating at the famous "Party Cove" and topped off the afternoon with lunch at the Clown. Saturday evening we dined together at Bentley's and wound down with a few laps around the go-cart tracks. As usual there was plenty of excitement and competition at the race tracks with numerous club members doing 360's along with a few others caught up in the excitement.

UPCOMING EVENTS:

Maas Madness Road Rally, June 29th - 30th. This will be a two day driving event. We leave Harrisonville, Missouri at 8:30 a.m. on June 29th and return to Kansas City on June 30th, late afternoon. We will drive through scenic Missouri to an undisclosed (secret) location. Once there we will stay at some un-ubiquitous motor court. We will shop for antiques and cool guy stuff. The driving will be split up between Time/Speed/Distance Rallying, scenic cruising and eating fine road food. Many other surprises are planned. The cost for this extravaganza of fun is only \$52.00/per person or \$70.00/per couple. Please **RSVP** to point person **John Maas** at 452-9097 if interested...time is of the essence.

Taylor's Barbeque and Pool Party, July 13th, 4:00 PM - 9:00 PM. Larry and Joan have invited us to their home for some fun in the sun! The club will provide the main course and all you need to do is bring a dish and **BYOB**. Please **RSVP** to Joan at (816) 523-5076 **by Wednesday, July 10th**. The Taylors are located at 632 W 67th ST, Kansas City, MO 64113.

Liberty Cruise Night, July 27th, 5:00 PM. This will be held at Winstead's located at highways 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 good parking spots. We will plan on eating as a group. Point person: John Maas 816/452-9097.

Club Night at Stroud's North, Wed, August 7th, 6:00 PM. Come join us up north for some country fried chicken and homestyle atmosphere located at 5410 NE Oak Ridge Drive (454-9600). Contact point person, Randy Adkins at his office, so he can reserve enough seating 816/781-7272.

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: Jay Smith 816/468-8483

OFF THE INTERNET:

(Lots of worthless trash crosses the net but every now and then something hits home Note that any no-character automobile can be substituted in place of the mentioned Fiat.....jb):

>From: southern@sol.cgd.ucar.EDU[SMTP:southern@sol.cgd.ucar.EDU]
 >Sent: Friday, June 14, 1996 7:40 AM
 >To: british-cars@autox.team.net; jag-lovers@sn.no
 >Cc: RedDawg400@aol.com
 >Subject: Cars with and without character (was fiatx1-9

>

>Keith asks the british-car list...

>{I have the opportunity to buy a Fiat x1-9. Does anyone know anything

>{about a X1-9.is this mailing list a proper place to discuss Fiat

>{problems and/or questions?

>

This is most definitely NOT the place to discuss Fiat X1/9's. But, my experience owning an X1/9 was so very different from my British car owning experiences that it's worth exploring this for a bit...

Money-wise, the X1/9 was one of the best cars I've ever owned. Bought on a whim for \$200, fixed up with \$200 worth of minor parts, Bondo and spray paint, then sold for \$900 to some college kid with more dollars than sense who just had to have it for a hot date that night. It was pretty, relatively unique, handled very nicely and gave me an excellent return on investment.

But, I never found myself able to ever actually like that X1/9. For me, it had some big shortcomings. First, it was extremely underpowered, to the point of being no fun. Second, it always seemed kinda flimsy and not very well made. Third, it was very rust-prone. But, by far, it's worst problem was that it lacked character and had absolutely no soul.

This is a big deal to me. I tend to anthropomorphize mechanical things and the ones which take to the characterization become especially dear to me. The Jaguars I love have hooked me hard with their image of raw performance matched with sophistication. And no one who watched any of the 60's African safari programs as a kid is immune to the lure of an old sun-faded Land Rover. From the big Jags, Healeys and Aston-Martins, to any of the sports MG's, TR's and Sunbeams, down to the lowliest of those little ugly-duckling British sedans, there's something there which has a hold on us in one way or another, be it through direct interaction or a simple mental image or some piece of successful marketing by those doomed companies. I guess that the character which a person paints onto an inanimate object ultimately springs from their own personal experience and imagination and I found that I don't speak Italian.

My Fiat X1/9 distinguished itself by being my only vehicle which never spoke to me. All my others have. My first car, a big-block muscle car, was a fire-breathing brute with all the beauty and grace of bashed-up prizefighter. It could pass anything but a gas station, break the tires loose in any gear despite a full load of slightly inebriated juvenile reprobates and it's bad-boy looks alone would guarantee picking up either a smiling young lovely or a scowling police escort on the way into high school in the morning. My old motorcycle in

college, a close cousin of Pirsig's little 305 Superhawk, happily existed at the other end of the spectrum, living on the very edge of total entropic disintegration, yet never letting me down and teaching me so much. Then there was a bathtub SAAB so ugly you couldn't help liking it. Our Subaru 4x4 wagon was a tough soldier, taking my wife-to-be and I to cool places in the mountains and deserts which we never dreamed existed. The recent Volvo's have excelled in their honest solid utility and tank-like safety for schlepping the kids around with a hint of performance when you get into the turbo.

But my favorites, by far, are the Jaguars. They have always literally dripped with character and never failed to divert me from the things which I really should be doing. Like some ordinary bloke who wakes up one morning to find himself suddenly living with a pouty supermodel, I'm often still in awe, never quite sure whether to sit back and bask in the glory of it's beauty or collapse under the demands of it's high maintenance lifestyle. On one day it'll delight me with a beautiful high-G blast up the canyons thru the passes to the Continental Divide for a combat speed run thru the curvy Denver freeways for a night in the city. The next day it will piss me off by breaking something stupid and expensive. But, soon it'll be seducing me again, just sitting there looking pretty and letting my imagination run wild with all the possibilities.

But, that Fiat X1/9 was never anything more to me than just a tin can. Worse than a generic appliance car, which can be appreciated for being quietly reliable, my X1/9 was totally devoid of character and for that reason alone I ended up quickly disposing of it with little more thought or regret than I'd give to tossing an empty soup can into the rubbish.

Lawrence "Now, what was the question again?" Buja
southern@ncar.ucar.edu National Center for Atmospheric

TEN YEARS AGO:

1986 was one of those "long hot summers" with everyone sweltering through the Windsor pig roast, the Shrine show and the Ozarks trip. Apparently times have changed for the better when it comes to Triumph reliability, the following problems were encountered 10 years ago on the Ozarks tour: battery charging problems - 3 cars; a blown hose; broken speedo cable; broken dimmer switch; windshield rock chip; and cracked headlamp.

The board of Directory were still looking for volunteers to "take over" in November. Larry Birks compiled a new membership directory on his computer. Over 100 members.

Put a Triumph In Your Day!

- Paul McBride

Welcome New Club Members:

Van & Gloria Davison
2102 N 70 Terr
Kansas City, KS 66109
1972 Stag

Jim & Elizabeth Mc Namara
7795 NW Lynns Ln
Kansas City, MO 64152
816-746-9587
1962 TR3B

Jerry & Carlene Adams
P.O. Box 7566
Shawnee Mission, KS 66207
913-491-1973
1960 TR3-A

Daniel May & Angela Seifert
1201 W 19th
Lawrence, KS 66046
913-842-1310
1976 /1975 Spitfire
1964 TR4

Richard Kennedy
951 Arkansas Apt T2
Lawrence, KS 66044
913-832-0850
1966 TR4A

Returning Members:
Mike & Nancy Beery
6512 NW Platte Hills Rd
Parkville, MO 64152
816-741-7551
1976 TR6

ALL BRITISH UPDATE: HELP WANTED

The Labor Day show plans have hit overdrive. You should have received your registration form by now - if not call Joyce or Len Lutz at 816-358-7651. Lots of people have worked hard to make this the best show ever. This year the TR club is responsible for registration. To that end several people have worked hard: Joyce Lutz of the MG club added all past participants to a database so we can computerized the registration process. Pat Fisher created and produced the postcards, registration forms and show brochures. Jim Brady has developed a computer program that will hopefully smooth the process. Jay Smith and your Triumph Club board members are stuffing the registrations packets prior to the show. On show day, we need help from the rest of the club to staff the registration tent - from Friday 6 - 9 pm, Saturday 8 - 2 pm, and Sunday 8 - 10 am. We need at least three people's help during the peak hours. A couple hours of time is all it will take and you'll get to meet all sorts of LBC (little British Car) enthusiasts. **Please call Jay Smith today at 816-468-8483 and sign up for a time slot.** Remember this show works because of volunteers. Help it work for all of us!

MEMBER LETTERS:

Triumphs, demons and newsletters

Trials and tribulations - the British equivalent of drought, flood and plagues of locusts - have beset the Fischer Triumph this car season. Suddenly this spring, it seems that every 28-year-old part still on my car is going to fail, one by one, until each has had its successor installed. My TR has been usable for two weekends so far this year, and one of those was questionable, but I drove it anyway. (You don't really need 100% braking capability for a mostly highway trip, right?) You all know me too well to believe that I was just being headstrong about this.

There was a brief fantasy where I backed my car out of the garage and tossed a match in the gas tank. Luckily, we had a burning ban in Kansas at the time. A friend of mine refers to LBCs as "toys of the damned." That would explain a lot, all the way around.

The details only depress me, so I'll spare you, too. When the TR decides to behave, we'll drop in on a club event. On the other hand, I may be the only member of the All British Committee who doesn't attend the show.

Topic change: A Triumph owner in Georgia called me recently asking about a parts cross-reference I offered in our club newsletter a year ago. He and his family own a 2000 sedan, a TR4, TR250, TR6, a Stag and a Herald. You've got to admire that. So, Jim, people not only read this newsletter but it has a long life and wide circulation...thanks to you and Cynthia for the hard work. It's a club's newsletter that brings Triumph people together.

Pat Fisher

THE HISTORY OF TRIUMPH

by Paul McBride

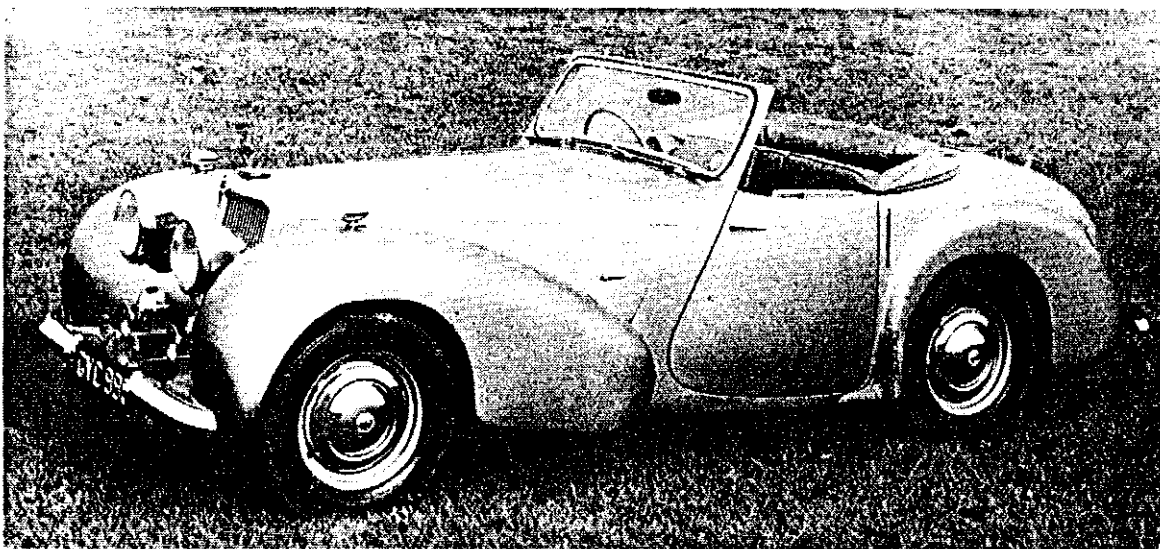
Part IV: THE "STANDARD" RESCUE 1944-1953

In 1944 Triumph was little more than a name and a memory. The war years and German bombing of Coventry, effectively severed any physical connection between the Triumphs of the thirties and the postwar cars that we are so familiar with today. Only one high staff person spanned the chasm and worked for the prewar and postwar companies.....Walter Belgrove, whom we shall find prominent in the future success of Triumph.

Thomas Ward & Co., the wartime owners of Triumph, had no interest at the close of the war in resuming auto production. Donald Healey hoped to change their mind, but in the end they simply sold off the trademarks. The buyer was Standard Motorcar Company, one of the "Big Six" car companies of England. Though Standard was an old and well established company, they lacked a sporting image and wanted a prestigious sportscar name. For 75,000 lbs. Sterling, in the Autumn of 1944, Standard bought "Triumph".

Sir John Black, the dictatorial chairman of Standard, was probably not acting in benevolence to the Triumph heritage when future high quality cars from the company bore that name, he wanted to enhance the Standard company. Interestingly, the Standard name lasted only 20 more years while Triumph motored on for almost 40.

The first postwar Triumph was the **1800 Roadster** of 1946. Styled by Frank Callaby, it had an imposing straight on view but a very strange profile as if two divergent models had been grafted at the middle. The soon to follow **1800 Saloon** was quite the opposite, with beautifully proportioned "razor-edge" styling. Although the facts are hazy, the elegant styling seems to have been a contribution of Callaby, Belgrove, and Mulliners - the company that made the bodies. We have an outstanding example of this styling in our own club....Bob & Esther Whites' 1950 Renown. Both the Roadster and Saloon had tubular chassis, independent front leaf spring suspension, and an 1800 cc four cylinder OHV engine....the same engine Standard made before the war for SS Jaguar Company. Performance of the Roadster was decidedly un-sporting, more the 11 seconds slower to 60mph than prewar Triumphs.

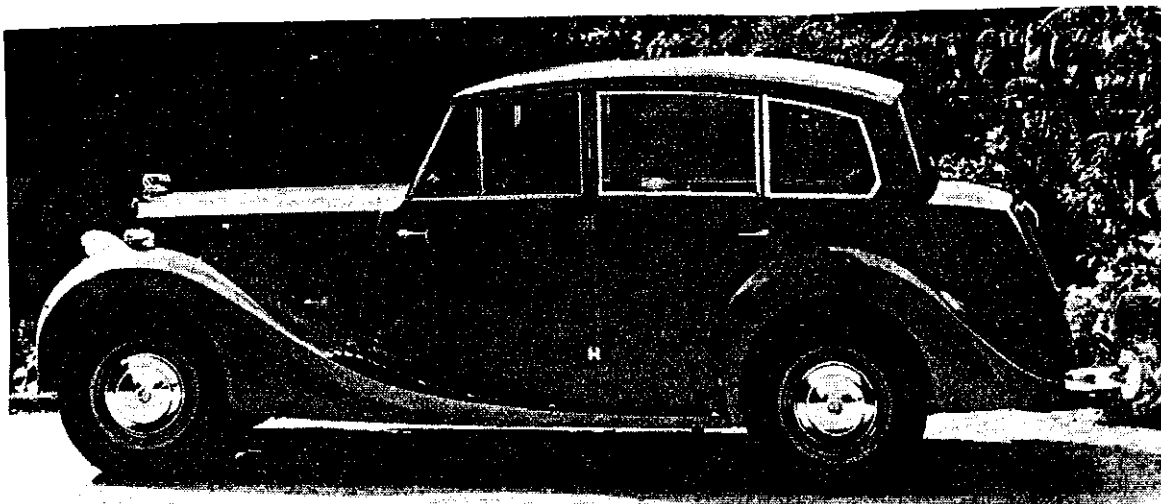


The Triumph 1800 Roadster of 1946, with styling by Frank Callaby.

The **Standard Vanguard**, an inverted bathtub styled sedan, was introduced in 1948 with the first new engine since the war. Despite what has been printed elsewhere, this Vanguard engine did not begin life in a tractor but was a power-plant that the company used later in many applications including the TR's and the tractor which Standard made for Harry Ferguson.

In 1948 this robust 2 litre wet liner engine and transmission was used in the renamed 2000 Roadster and Saloon. The Saloon became the **Renown** and adopted the frame and suspension of the Vanguard. Roadster production ceased in 1949, Renown in 1954.

The TRX, a new roadster shown in 1950 with controversial styling by Belgrove was wisely not produced. Only 3 were made and they were replete with electrical fires and hydraulic failures.



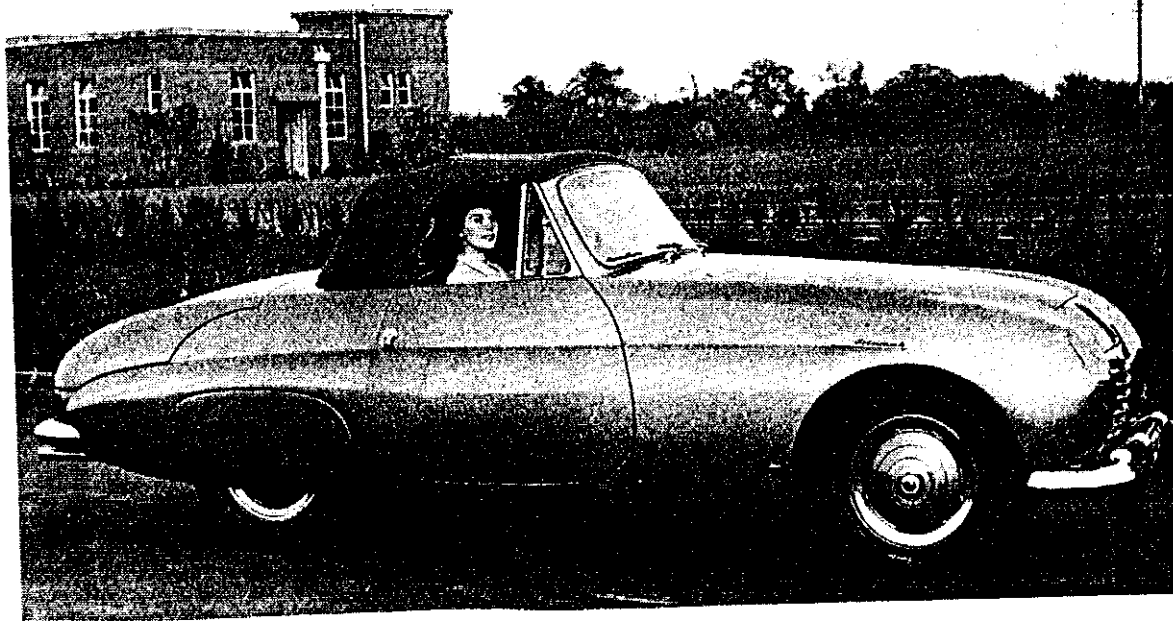
The 1800 Saloon by Walter Belgrove, with those classically beautiful wing lines and the severe razor-edge cabin styling.

Standard Triumph was without a sports or even a sporty car form 1950 to 1953. In fact only 2 models used the Triumph name., the Renown and the Mayflower. Mayflowers were unibody midgets of the Renown, but the "razor-edge" styling was much less successful. It was a high quality small car but only 32,000 were made from 1949 to 1953.

Sir John Black's reign at Standard Triumph was nearing an end, but not before he put into motion the development of a car that was to assure Triumph a reputation as one of the most successful and popular sports car marques ever!

Next installment: **FOUR CYLINDER TR'S, HERALD, & SPITFIRE**

The sleek lines of the prototype TRX outside the Banner Lane factory. Note the 'B for Belgrove' badge behind the front wheel.



VTR '96 Convention Updates



Hi all

By now most VTR members should have their VTR 96 convention registration forms. To those planning to attend: Please read the price schedule carefully. Over half of the entries received so far have errors. The commonest is omission of the \$5.00 fee for the Additional Non Driver. (This is your spouse, significant other, friend etc) Another problem is forgetting to deduct the \$10.00 for early entries. The basic fee is \$65.00 until May 15th. Those who have overpaid will receive a \$10 refund with the confirmation letter.

For those bringing children to the VTR 96 convention in Albany, there is no registration charge for children under age 10. Those already registered who paid the \$5.00 "Additional Non-Driver" fee for a child aged 1-9 will receive a refund.

The regular prices still apply for any children taking the TR3 Dinner cruise or attending the Saturday awards banquet. See you all in Albany.

Pete & Dianne Fullam, Co-registrars VTR 96
E-mail: dfullam@albany.net

The basic entry fee for those attending without a Triumph is \$45.00 (less \$10.00 until May 15th). In other news, a block of rooms that had been reserved at the Holiday Inn has been released. There are approximately 20 rooms available as of 4/15. Call (518) 783-6161. Be sure to tell them you're with the Triumph convention to get the convention rate. There are still approximately 50 rooms left in our block at the Hampton Inn (same side of the road next door to Century Inn). These can be reserved by calling (518) 785-0000. Again, be sure to tell them you're with the convention to get the convention rate.

Also, our registrars, Pete & Dianne Fullam report that the TR3 Dinner Cruise is selling VERY well. So if you're planning on going, get your registration in soon. Space is limited. Finally, there appears to be a large number of errors occurring on the registrations received thus far. Most are the result of people forgetting to take the early registration discount or misinterpreting the second car or second driver charge. Others are opting for one show or the other and not specifying a moving event to qualify. PLEASE read the registration carefully. If you have any questions please call Pete & Dianne at (518)371-9138 after 5pm or e-mail at dfullam@albany.net. It will make your check in MUCH faster.

See you all in July
Rik & Vicki Schlierer

Dennis Riley, VTR President Dies

by Bill Sohl (from the Triumph newsgroup on the Internet)

Sorry to hit all the Triumph related lists again, but several people asked who Dennis Riley was. Dennis died Sunday night (March 30) at home of a sudden heart attack. For those that may not

have known Dennis, here's some general information:

Dennis has been the President of VTR since 1990. He has been an excellent president and has carried the club forward with a leadership that was always fair and firm with VTR's best interests at the heart of any decision. Dennis and I chatted many times about the efforts involved in running an organization like VTR and we were always of the belief that if it wasn't fun, then why do it. Heck, that's what this is all about anyway. Sure we love the cars, but imagine if money was no object and you could have any cars you wanted but couldn't get together with other people to enjoy them. Sure the cars bring us together, but the people are what count. That was the perspective Dennis had towards being the President of VTR as well as towards his prior responsibilities with the local club, Georgia Triumph Association.

Dennis was 59 and retired from IBM for several years. The combination of retirement and prior career accomplishments made Dennis a natural as President of VTR. Those people that see this message via the TR8 list have also known Dennis as owning a TR8 and contributing on occasion to that email list's discussions.

I was VTR president before Dennis, and if there was any one decision that I, have absolutely no doubt was correctly made, it was when I asked Dennis if he'd consider being VTR president when I stepped down. Dennis said yes and the fruits of his leadership have been seen over the past 6 years.

Dennis will be sorely missed, not simply as a good president, but as a friend.

Bill Sohl, Budd Lake, NJ billsohl@planet.net

And from New York:

With profound sadness the members and families of Adirondack Triumph Association wish to recognize the passing of VTR President, Dennis Riley by dedicating the 1996 VTR National Convention to his memory. His warm gentle presence will be sorely missed.

Pete Fullam, Dianne Fullam, Registrars VTR 96
e-mail: dfullam@albany.net

LIFTED FROM "CONVENTRY COMMENTATOR" - VINTAGE TRIUMPHS OF WISCONSIN

Kansas City TRIUMPHS

Officers:

Director	Randy & Ann Adkins 816 587-2242
Assistant Director	Jay & Laura Smith 816 468-8483
Secretary/ Treasurer	Ann Adkins 816 587-2242
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	Roger Hurst 816-373-3100

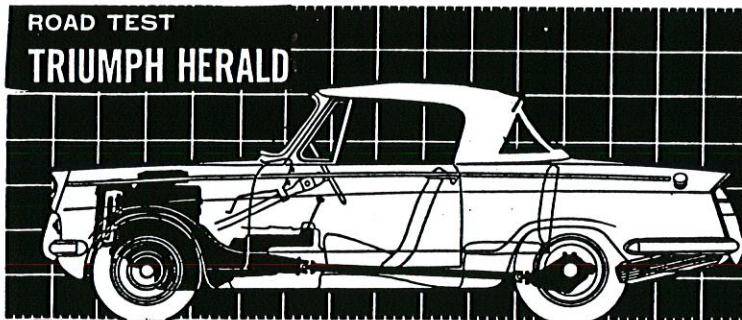
Classifieds:

1969 GT6+ Concourse condition, second place at the 1995 VTR Nationals with 347 points. Restored in 1985. First \$4,200 displays car at the next event. Call Randy Adkins (816)587-2242

Five - 72 spoke, painted 15 x 5.5" TR6 wire wheels. Still shod with original red lines. Also black tonneau cover and two boot covers (one black, one tan) Call Ray Hon (816)741-0316.

1970 TR6, overdrive, 78,000 miles showing, runs strong, needs clutch repair, metallic silver with brown interior, \$4,000. Contact Ken Saxon, home number (913) 782-7669.

Breaking for parts: 1971 Mk1 Triumph Stag. Professional V6 German Capri engine/autobox conversion. Hardtop and softtop. Wire wheels, three original chrome. Tan interior with original highback front seats. Some good body panels, lights and chrome. All available except air conditioning, misc. parts and T-bar. Call for prices: Dave Stringer (913)681-583- or Thon Basom (913)649-1244.



HURST IMPORT SERVICE



*Servicing Triumphs
since 1962*

Complete or individual-component mechanical restoration

11113 East 23rd Street, Independence, MO **(816) 373-3100**



8002 NW 9 Hwy
Parkville, MO 64152



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

TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7
TR8 Spitfir TR3A TR3B
TR4 TR4A TR8 Spitfire
GT6 Stag TR4 TR4A
TR5 TR250 e GT6 Stag
TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7

**Kansas City Triumphs
Sports Car Club**

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

KC TRIUMPHS

DIRECTOR'S NOTES:

The 15th Annual All British Car and Cycle Meet was a fantastic success this year! A total of almost 300 cars and cycles registered for the event making it the largest yet! I felt the meet ran like a well oiled Triumph engine (I meant that it went off without a hitch). You could really tell that a great amount of effort and time went into making the event memorable. On behalf of the club I would like to thank our club members, Pat Fischer, Jim Brady and Woody Underwood for representing our club on the All British Committee. Your hard work on the beautiful program and organized registration really shined. Also our appreciation is extended to all the club members who assisted with the Registration and Club tents. I am pleased to report that we recruited seven new members to our club and we welcome back six returning members from past years!

Our Triumph family is growing by leaps and bounds not only due to the reason of recruiting new members from the All British Meet. Congratulations to Assistant Directors Jay and Laura Smith on the arrival of their healthy son, Cameron! Cameron made his Triumphant debut on August 21st, weighing in at 7 lbs and 2 oz. Laura and Cameron are both doing wonderful and even made it out to the All British Meet!

I would like to personally thank Jim Brady for not only wetting Randy's appetite for Triumph Sports Cars but now for recruiting him as a crew member on his 27 foot Pearson Sailboat, "Tuesday's Child". The sailboat crew consists of Randy, Jay Smith and captain Brady! It is amazing how these gentlemen can tinker with anything now whether it runs on land or in the water. Evidently Jim's new crew has been listening to his instructions because in the last four races they have participated in they had either placed first or second! How in the world Randy can be that much help holding a beer in his hand is beyond me...

- Ann

IT'S THAT TIME AGAIN (SO SOON?)

1997 Dues are due. Please send \$12 check to:

Kansas City Triumphs
c/o Ann Adkins Sec/Treas.
13423 Reynolds Rd
Kearney, MO 64060

PAST EVENTS:

Maas Madness Road Rally - You just had to be there! John and Nancy Maas really out did themselves on this two day driving event. We began in Harrisonville and wound our way down to Springfield (the undisclosed secret location). After a "no show" by the local Triumph club at the local drive-in movies, we went on a short driving tour of the town. Naturally, the trip would not go unscathed by Triumph woes, Randy Adkins alternator went out once again...good thing he had an extra! The trip ended with many miles of "Route 66" and prizes for all...Randy and Jay Smith sure thought they had first in the bag...NOT! Let's do it again next year John and Nancy.

Taylor's Barbecue and Pool Party - Thank you to Larry and Joan Taylor for all the fun in the sun by hosting a fabulous pool party at their beautiful home in Kansas City, MO. We had barbecue from Smoke Stack and splashed until we were water logged!

Liberty Cruise Night - Winstead's in Liberty. Our cars probably were the quietest of these muscle cars but we did have some of the prettiest! I am always amazed at the number of kids that ask me if they are go-carts!

Club Night Out - Stroud's North. 14 club members and 2 special guests, Janet and Bob Allen from the MG Club, made it out for down home fried chicken served family style! Even after Bob showed up in his MG shirt we some how were able to keep our appetite and finish off several plates of fried chicken. How about those sticky buns...

All British Car and Cycle Show - KCI Marriott, It was a perfect weekend to be on the lawn of the KCI Marriott hotel with 300 British cars (72 Triumphs) and their enthusiastic owners. Our club did a swell job with registration thanks to the help of many people (you know who you are!). We recruited several new members and visited with several we haven't seen in awhile..... Herb & Wanda Moore resurrected an old Club tradition with "the passing of the buckets" which resulting in quite a few enthusiasts (both Triumph and other) around our club tent after the banquet. It was quite a weekend. Congratulations to the following club members on their awards:

Class J, TR2-3	1 st - Mike & Bonnie McMullen (new members) 3 rd - Jeffery Givens
Class K, TR4,4A,250	1 st - Don Oppliger 3 rd - Pat Fischer
Class L2, TR6 Late	1 st - David & Robin MacIntosh 2 nd - Kaye & David Perkins
Class M1 Spits Early	1 st - Bill & Linda McDevitt 3 rd - Randy & Ann Adkins
Class M2, Spits Late	3 rd - Charlie & Melanie Hoch
Class N, TR7,8,Stag	3 rd - Jim Brady & Cynthia Yin

UPCOMING EVENTS:

St. Louis All British Car Show - Saturday, September 21st, For those interested in attending this one day show please contact Jay Smith at 468-8483. Last year it proved to be quite fun and rewarding! Club members Bill McDevitt, Jay Smith and Randy Adkins came home winners!

Owasso, OK All British Car Show, September 21st, This is the third year for this growing show. Several club members will be attending. If interested contact Paul McBride at (913)441-0499 (KC) or Charlie Hoch at (913)478-3799 (Topeka).

Lawrence Car Show - Sunday, October 6. I can't remember for how long we have been going to this and I haven't missed one yet! This always turns out to be a really great show. There is no cost for registration and if enough club members participate the club will earn an award. We will meet at the McDonald's at 87th Street and I-435 at 8:30 AM. Contact Jay Smith if you are planning on attending (816)468-8483.

Antique Run - Saturday, October 12. For the gentleman we have a fantastic drive planned winding through some great roads in Platte County and for the ladies we have selected some fabulous antique stores to shop at. We will begin our journey by meeting in downtown Parkville, MO at 9:30 AM in the parking area next to the Farmer's Market. After scouting the stores in the town we will journey to Beverly, MO where there is a great antique mall and then off to a couple sites in Platte City. Then it is off to the town of Weston where we will have lunch at the American Bowman restaurant have a look around town. We will conclude our shopping excursion by stopping off at the Big Red Barn to pick up some pumpkins and apples. If you are up for this fun filled day call Ann Adkins by 10/8 at (816)415-9584 so the restaurant will be prepared for us.

Though not on our original schedule, here's a chance to show "the other British car" eccentrics how to have a good time. Those MGers seem to do see things differently so here's their promotion - sideways:

FAT RUN Y

Oct 19-20

- ★ An easy, leisurely drive.
- ★ Elegant dining.
- ★ Five star accommodations.
- ★ Exquisite shopping.
- ★ Professional entertainment.
- ★ Thoughtful conversation.
- ★ Restful relaxation.
- ★ **FAT CHANGE!**

Time to Start Making Excuses

It's that time of year again. The dreaded overnight. The awful run that lasts all weekend. The sore burrs, the wind burn, the poor food, the fowl language, the bad hotel. It's the FAT RUN, the Fall Alternative Tour. The big one. The long one. The only one. It's time to suck it up. Do you have what it takes? Only a dozen thick-skinned individuals need apply. Don't try this alone.

This thing will wear you out. It begins Saturday morning, the 19th of October, at 8AM. The starting point is the parking lot of the Ramada Inn on the northwest corner of Parvin Road and I-35, north of the river. The thing ends Sunday evening after several hundred miles of Missouri back roads. Stragglers won't make it home until dark. Figure 200 bucks (plus rally master gratuity).

You'll be running with some pretty shady characters. If the MG eccentrics aren't bad enough, I invited the Triumph folks to come along, too. They undoubtedly will lower the average speeds but they've promised to behave and cover my bar bill.

The hotel is old and unexciting. The food will clog your arteries. The roads are long, narrow, and treacherous. Bathrooms sparse. This is an endurance rally for your entire digestive system. I'm not even guaranteeing all routes are paved. Maybe you should enjoy the fall colors at home raking leaves. This ain't no flat-land car show, Toto.

If I haven't talked you out of it, you'd better let me know early.
Robert Allen (816) 734-9004

Annual Chili Cookoff and Period Costume Party - October 26, 6:30 PM. Frank and Connie Andrews will be hosting this event once again at their fabulous home in Lenexa. Please plan on making your secret recipe Chili or something to accompany it and BYOB. With Halloween right around the corner we will be hosting a period costume party complete with prizes. All you need to do is dress according to the era of your Triumph or find an advertisement of your car with people in it and see how close you can come to matching, make sure you bring the picture! Please RSVP to Connie at (913)894-1376 with what you are bringing by 10/22. The Andrews live at 15315 W 93rd Terrace in Lenexa, KS 66219.

KC Triumphs Annual Dinner at Woodside Racquet Club - November 22, Social Hour 7:00 PM and Dinner 8:00 PM. Help celebrate your club's successes by coming to our annual dinner. As always this will be an enjoyable way to close out the year. See the enclosed notice and make your reservations by November 11th. \$40 per couple / \$ 20 single, checks need to be mailed to Ann Adkins, 13423 Reynolds Rd, Kearney MO 64060, 816-415-9584. Please note that reservations are non-refundable

OFF THE INTERNET:

I have a TR7 convert. body for sale. It has never been a car!! it is a replacement from the factory came with no doors, bonnet, or deck lid. it has some surface rust and a few dings from being toted around the country. But a little chemical dip and a few hours of labor someone could have a really nice body! price will be right and I'll even throw in a few free nights of lodging down here in Florida for free! If anyone is interested they can call me at [561]272-4755. Frank Stoddard
PS.I used to live in Leawood, Geof Rood or Roger Hurst can vouch for me.

TEN YEARS AGO:

In Sept of 1986, Editor Richard Peak reported on the swim party at Bob & Esther White's. The water was cool and Wanda Moore's Triumph cake was a hit. Yours truly was returning from the VTR national meet in Greensburg PA, but phoned poolside knowing how much levity I was missing. I reported on the fantastic Roadster Factory Party and seeing the 1960 TRS factory race car (Sabrina engine) race at the Pittsburg Vintage Grand Prix.

T.R. & Joni Wilson announced the birth of their daughter, Brianna Jean Wilson.

The 1986 All British Meet, chaired by KCT's own **Ricci & Marice Ballesteros** was a splendid event, with over 60 Triumphs including a 1937 Dolomite from Iowa. Award winners among club members: **Lynn & Susan Metzger -TR3, John Fasnacht - TR3, Bill Unger -Spitfire, Bob & Marilyn McBean - TR6, Bob & Esther White -Triumph Saloon, Herb & Wanda Moore -TR3, Jim Brady -rally winner, Linda & Larry Birks -TR 250, Matt Quesenberry -GT6+, and Larry Mokofsky -"Guts".**

Seventeen new members were added to the club including three who became instrumental to the future of Kansas City Triumphs: Jim Brady, Cynthia Yin, and Pat Fischer. Welcome 10+ year members!

Put a Triumph In Your Day!

- Paul McBride

Welcome New Club Members:

Dennis and Cindy Todd
6624 N London
Kansas City, MO 64151
(816)587-0227
1976 Spitfire

Robert and Koren Why
23 Hunt Rd
Ft Leavenworth, KS 66027
(913)682-2236
1974 TR6

Daniel Pennington
1540 New Hampshire
Lawrence, Ks 66044
(913)841-3643
1974 TR6

Karen Richardson
17800 Bolger Rd #147
Independence, MO 64055
(816)373-8101
1971 Spitfire

Johnny and Linda Martin
928 NE 108th
Kansas City, MO 64155
(816)734-9623
1978 Spitfire

Mike and Bonnie McMullen
4107 W 129th St.
Leawood, KS 66209
(913)681-6435
1960 TR3A

Steve and Carol Olson
3540 N Kenwood
Kansas City, MO 64116
(816)452-3540
1980 TR8

Timothy and Dawn Stahl
9416 W 131st CT
Overland Park, KS 66213
(913)681-6129
1976 TR6

Barry Hefner and Jackie Older-
Hefner
412 W 8th #602
Kansas City, MO 64105
(816)842-2960
1974 TR6

Returning Members:

Bob and Marilyn McBean
Brent and Patti Harrison
Jeffrey and Micki Givens

Larry and Gloria Meredith
Ruth Ann Myers

Don and Donna Opplinger
Harvey and Lorna Simpson

ALL BRITISH UPDATE:

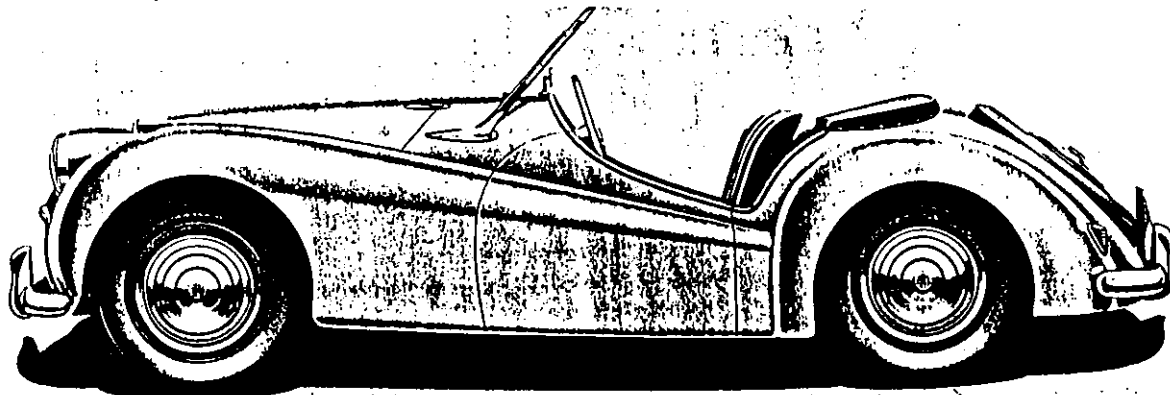
We're looking for two club representatives for next years event. Meeting are on the 4th Tuesday of the month at Bimmers in Roeland Park. The Triumph club has a "bye" this year so now's the time to sign up. Contact Pat Fischer, Woody Underwood or Jim Brady for details.

THE HISTORY OF TRIUMPH

by Paul McBride

PART V: THE 4 CYLINDER TR'S, HEARLD, & SPITFIRE, 1952 - 1967

Eventually it became quite clear that the future of Standard-Triumph lay in the name TRIUMPH, even though Standard sedans and commercial vehicles were produced through May of '63. However, in 1952, the postwar Triumphs had not been a success. Sir John Black, jealous of MG, Morgan, and Jaguar, was determined to try again with a Triumph sports car. Walter Belgrove was directed to design a light, high performance sports car and to do it cheaply. The design team was to use as many "off the shelf" parts and assemblies as possible. Thus was born the 20TS (TR1), featuring a Vanguard engine, Mayflower front suspension and rear axle, and British proprietary fittings. Shown at the 1952 Earles Courts show, the 20TS did not impress, especially compared to the Austin Healey show car which soon was in productions as the 100-4.



An original styling sketch by Walter Belgrove of his design for the new '20TS' Triumph Sports Car, a study completed early in 1952. The style was governed by the extremely tight limit on capital available for body tooling (almost every panel was restricted to single-curvature sections). The short tail styling was partly influenced by the short chassis frame under it — the pre-war Flying Standard Nine frame was the original choice.

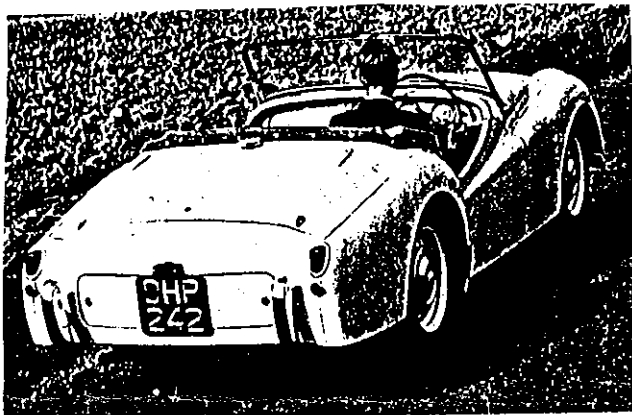
Following the show, Ken Richardson of B.R.M. fame was asked by Sir John to drive the 20TS. His response was something like: "I think it's the most bloody awful car I've ever driven." In spite of, or perhaps because of his candid remarks, he was hired by Standard-Triumph as its chief test driver and he played a large part in the extensive development and revision of 20TS.

The prototype TR2 was shown at the 1953 Geneva show and then high speed tested at the Jabbeke highway in Belgium (a common venue which was all the rage by manufactures, Singer, Jaguar, etc.) with Ken Richardson at the wheel. Results were extremely impressive reaching 124 mph with minimum speed equipment and 114 mph in stock trim.

Production of the TR2 began in July of 1953. Road test reports were very positive. It was a genuine high performance car, very rugged and attractively priced. "Road & Track" test in May of 1954

shows the TR2 out accelerating all stock American cars, and their 1957 TR3 test ends with the statement: "In its price class, it has no competition, and as a competition-fun machine it has no-equal - in terms of performance per dollar."

While the TR2, 3, 3A, 3B are basically the same car, there were obvious changes at each consecutive number and letter designation, as well as numerous modifications within each model, all of which can be traced in the excellent factory parts catalogue. For example, the TR3 changed heads 3 times early on, brakes once, and rear apron once. The most recognized changes came with the TR3A: wide stamped grille, door & trunk handles, different seat and side curtain design. Production of the TR3 series was cut drastically at the end of 1960 and although cars were sold into 1963 in the U.S., (total production of TR2's & TR3's - 83,572) the TR4 was in production in September, 1961.



Well-loved view of the classic TR2 with its very practical tail. The boot-lid was locked or unlocked by a special key, the locks being covered by small chrome escutcheons near the rear corners of the lid. The same locking arrangements served to hold the spare wheel cover panel in place. The tail-lamps with their 'hung on' reflectors were discarded for the better-known integrated design late in 1954.

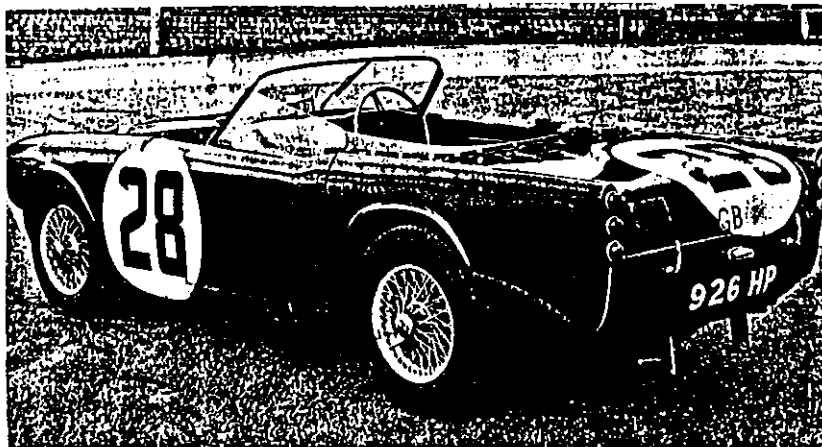
TR4's were in a nutshell, civilized 3's. With all enveloping Michelotti bodywork, roll up windows, fresh air heater and vents, they were more modern and comfortable sports cars. The important mechanical changes were rack & pinion steering, all synchromesh transmission, and independent rear suspension option on the TR4A. A slightly wider track gave them marginally better handling. Again numerous changes were made in the course of the run: carbs, seats, ball joints, tops, rear suspension, dash, trim, grilles, etc. The TR4 & TR4A were well received in spite of dealer's apprehensions that they were too "soft", and sold some 68,000 units through July, 1967.

Performance of the TR's from 1954 to 1967 had not appreciably changed and while spectacular in '54 it was only adequate in '67. Future plans by the factory, which had been taken over by Leyland Motors in 1961, intended to rectify this inertia.

TR's were not the only Triumph sports cars of this era, as Leyland commissioned in 1961 the development of a small inexpensive sports car to compete with the Austin-Healey Sprite. Code named the "bomb", it's better know as the **Spitfire** and production began in 1962. It was based on Herald mechanicals with sexy styling by Michelotti and went on to become the best selling Triumph sports car ever! The Spitfire was a repeat of the TR2 story....incorporating mundane sedan parts to come up with the best performing and most rugged of the low priced sports car class. An X frame supported the surprisingly roomy roll-up-window body. The engine was a 2 carb tuned version of the 1147cc Herald four, and gave performance comparable to the MGA...top speed over 90 mph. Independent rear suspension was a first in this class but was the weak point in Spitfire handling unless camber limiters were installed.



The Triumph Herald was the "bread & butter" light weight, separate body chassis/sedan that sold in the hundreds of thousands from 1959-1970. It superseded the Standard 8,10 (re-badged the Triumph Ten for the U.S. 1957-1959). Heralds were powered by small 4 cyl engines of 948 to 1300cc, featured independent suspension and an incredibly short turning radius. They were interesting, if somewhat ugly, economy cars which kept Standard-Triumph (Leyland Motors) afloat and able to indulge in the more glamorous sports cars.



Pre-race modifications in 1960 included stoneguards behind the rear wheels and a matt finish for the previously chrome-plated windscreen supports and giant filler cap.

Triumphs of the 50's & 60's were active in international rallying and racing. Factory, factory sponsored, and independent Triumphs did well at Le Mans, Sebring, Monte Carlo Rally, SCCA and club racing in England. Much of the Triumph reputation for reliability was based on customer success in many forms of motorsports. Some highlights: Sebring - 1st, 2nd, 3rd, & 1st GT (1957 TR3's); Le Mans - team prize & highest British finish (1961 TR3's.....factory racers equipped with the DOHC "Sabrina" engine); SCCA National 1st (1962-1964 TR4); Ditto (1964 Spitfire). The list could go on and on ...suffice it to say the Triumphs had become world famous sports cars.

Next installment: 1968 to FINE

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

*Friday, November 22, 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
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 11th

Mail to: Ann Adkins, 13423 Reynolds Rd, Kearney MO 64060

816-415-9584

Please note that reservations are non-refundable.

INDIANA BRITISH CAR UNION PRESENTS:

INDY BRITISH MOTOR DAYS

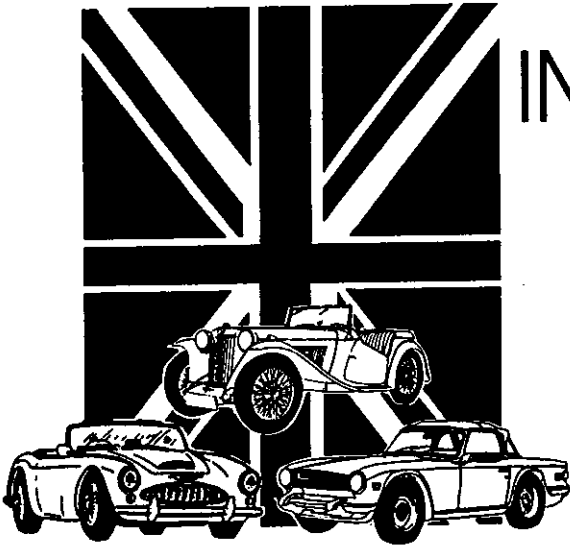
Featuring Triumph & TVR!

SEPTEMBER 27 - 29, 1996

AT

INDIANAPOLIS RACEWAY PARK

Convenient access from Indy's West side.
Take the US 136 exit, west 4 miles to IRP.



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 300 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 Amerihost with expected Hoosier hospitality. Then Saturday morning the literature and scale model swap meet followed by a fun rally/tour topped off by a buffet. Then the traditional night before at the Amerihost Inn. Munchies and liquid refreshment provided, of course. Back this year - featured marque, or rather marques, Triumph and TVR! Exclusive TR and TVR classes. Others remain random, except Rileys, of course. And, as always, it's modular, Saturday, Sunday or both!

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

WHERE:

Yet another new, exciting location! Indianapolis Raceway Park, home of the National Drags. ET drag racing will be ongoing during our show with discount tickets available.

WHEN:

Friday, September 27: Night before the night before and registration 7:30 - 9:00pm at the Amerihost Inn.
Saturday, September 28: Scale model and literature swap meet and late registration 8:00 - 11:00am at the Amerihost Inn. Rally/tour 11:00 - 4:00. Buffet meal with awards presentation 5:30 - 7:00. Night before get together 7:30pm to ??? at the Amerihost Inn.
Sunday, September 29: 8:00am vendor registration, car registration 9:00 - noon, people's choice judging 10:00 - 12:45. Track tour 1:00. Awards presentation 2:00.
Pre-registration until September 15.

COST:

Friday & Saturday only: \$15 registrant, \$10 each co-registrant (includes buffet), pre-registration necessary!
Sunday only: \$7 Pre-registration per car by September 15 (\$10 at the gate). \$20 Sell or swap space, 10' x 20', by September 15 (\$30 at the gate). Parking for non-registrants, \$3/car. Spectators free. Food and beverage will be available on site.

ACCOMODATIONS:

For out of town guests, we have arranged special rates (\$57.00 plus tax) at the Amerihost Inn, 6105 Cambridge Way, Plainfield. Easy access from I-70 & I-465. (317) 838-9300 for reservations mention the British Car Meet!!

REGISTRATION - PLEASE MAIL BY SEPT. 15

Name _____

Address _____

City/State/Zip _____

Phone, Best time to call? () _____

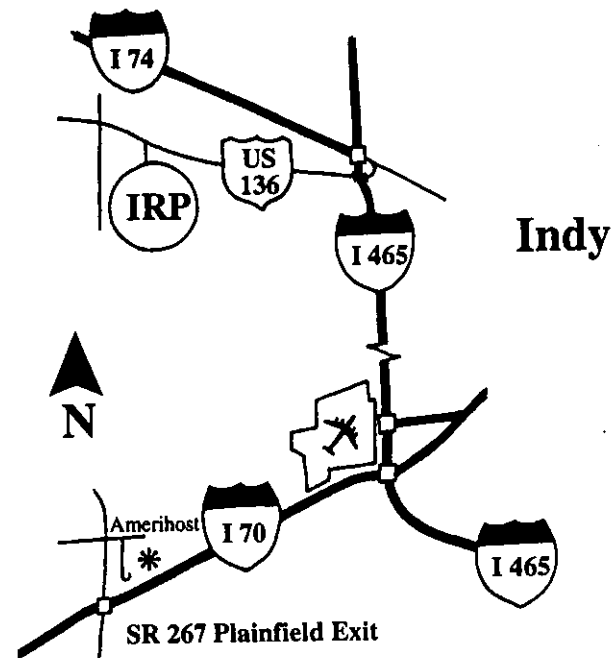
Marque Entered _____ Model _____ Year _____

- 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 15 (\$10 at the gate). \$20 Sell or swap space, 10' x 20', by September 15 (\$30 at the gate).

Both Days: \$20 registrant, \$10 each co-registrant(s). Add \$10 for Sunday swap space
Checks payable to: Tom Beaver, Registrar, 1580 E. 101st St., Indianapolis, IN 46280 - or call Jeanie Kolb (317) 782-3752



75th Annual British Car and Cycle Day

Sept 21st, 1996 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 Manne Ave, take a right on Manne and go down to the lake. Show will be on right. Starts at 9am and goes till 4pm.

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 ____ = ____		
Vendor spaces	\$15 ____ (20' x 20')	"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/newer |
| 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 _____

Mall 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)

Kansas City TRIUMPHS

Officers:

Director	Randy & Ann Adkins 816 415-9584
Assistant Director	Jay & Laura Smith 816 468-8483
Secretary/ Treasurer	Ann Adkins 816 587-2242
Publicity	Cynthia Yin 913 642-1769
Newsletter Editor	Jim Brady 913 642-1769
Membership	Margaret Luthy 913 649-8737
Club Historian	Paul McBride 913 441-0499
Technical Editor	Roger Hurst 816-373-3100

Classifieds:

1969 GT6+ Concourse condition, second place at the 1995 VTR Nationals with 347 points. Restored in 1985. First \$4,200 displays car at the next event. Call Randy Adkins (816)587-2242

1980 TR8 75K miles, Gold w/ tan interior, AM/FM/Cassette Alan Noel 523-5492

1971 TR6 - \$6800, 43,000 miles, original paint (orange), top, and red lines. Dave Adair (form KCT member) (406)652-7439, 117 N. Crestwood, Billings, Montana 59102

TR7 1976 "Victory Edition" coupe. Carmine red with black vinyl top. Cold AC, refreshed interior including new carpets & seats, 49K miles. Great for year round Triumph-ing. Ed Vest 353-8940

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TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7
TR8 Spitfire TR3A TR3B
TR4 TR4A TR8 Spitfire
GT6 Stag TR4 TR4A
TR5 TR250 e GT6 Stag
TR2 TR3 TR3A TR3B TR4 TR4A TR5 TR250
TR6 TR7 TR8 Spitfire GT6 Stag TR2 TR3
TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7

**Kansas City Triumphs
Sports Car Club**

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

KC TRIUMPHS

DIRECTOR'S NOTES:

It is hard to believe our two year term as directors is drawing to an end. Randy and I would like to express our appreciation to all the hard working members of the club who have helped to make our job very easy! If it were not for the great ideas and the sharing of your homes our events would not have been possible.

I remember when we were first asked to be on the board as assistant directors, we thought "Oh, that will be a long time off before we have to do the really hard job!" Our thoughts were also that we had a long time to actually figure out how a Triumph actually works - just in case someone asked us a question. After several books, a GT6, TR4 and a second GT6, we learned all kinds of things out about Triumph sports cars, including how to change generators, alternators and starters all in a matter of minutes. Boy have "We have come a long way baby"!

The following club members have graciously accepted positions on the Triumph Board for the 1997 - 1999 term:

Jay and Laura Smith - Directors and Publicity
 John and Nancy Maas - Assistant Directors
 Randy and Ann Adkins - Secretary/Treasurer and Membership
 Dan and Jennifer Heiman - Newsletter Editor
 Paul McBride - Club Historian
 Roger Hurst - Technical Editor

Thank you to the magical team of Jim Brady and Cynthia Yin for using their computer talents as our past Newsletter Editors and Publicity Coordinator! This newsletter is Jim's final as he and Cynthia will be leaving the clubs board after several years of dedicated service.

We wish the new board members the best of luck!

Happy Holidays,
 Randy and Ann

Up Coming:

November 22nd, (Friday) - *KC Triumphs Annual Dinner at Woodside Racquet Club,*
RSVP TO Ann Adkins by 11/11

December 11th, (Wednesday) *Club Night Out - Plaza Area Holiday Lights*
Club dues are due. Be in the January Membership Director - Renew today!

PAST EVENTS:

Lawrence Car Show - This has always turned out to be a really great show and this year nothing changed! Several club members along with the MG club turned out to caravan to Lawrence and display their cars and have lunch at Free Start Brewery. Several club members joined us that we don't get to see too often, including **Brett Harrison** and **Bill Holland**. After a cool start, the weather turned out to be a super day.

Antique Run - If you didn't get the chance to attend this event make sure to put it on your calendar next year. 12 Triumphs, a Jag, a MG, Bob and Janet Allen's TR-uck and a Corvette turned out for this shopping excursion. At the meeting spot a 31 Ford Roadster pulled in to look over our fine display of British machines and Randy talked them into joining us! We started in Parkville and enjoyed the fall colors on a scenic tour to Platte City, Beverly and Weston, stopping off at antique stores along the way. After lunch in Weston we finished our journey with a stop at the Red Barn Farm for pumpkins and apples. The weather and changing fall colors made this a great event!

FAT Run - Fast paced, good food, beautiful scenery, great company, what more can be said! Great job to **Bob and Janet Allen** and thanks for inviting us along!

Annual Chili Cookoff - **Frank and Connie Andrews** hosted us again this year in their beautiful Lenexa home. We added a little twist to the party this year since it fell the weekend prior to Halloween by asking everyone to dress in the era of their car or to find an advertisement of their car and dress like the people in the ad. We have some pretty creative club members...and some that seriously need to contact Good Will to donate their outdated wardrobes! Prizes were awarded to **Gary and Dawna Davis** who dressed exactly like the ad of their TR3 and to **Charlie and Melanie Hoch** for dressing according to their cars era. (Melanie, I can't decide whether it was the glitter platform sandals or the rhinestone studded hiphuggers that convinced me.) If you missed the event you have to try and get **Cynthia Yin** to donning her long black "Cher" wig for you sometime and convince **Frank Andrews** to put on his sailor uniform from the Navy...Frank was so proud it still fit it probably would not take to much convincing. We even had angels from heaven bless our presence (**John and Nancy Maas**) you had to be there and see their ad to know what we mean! Thank you Frank and Connie for the fun evening!

UPCOMING EVENTS:

KC Triumphs Annual Dinner at Woodside Racquet Club - November 22 (Friday!), Social Hour 7:00 PM and Dinner 8:00 PM. There is still time to reserve your spot. Not only should you expect a wonderful dinner but John and Nancy Maas are cooking up a fun Trivia game for us to strain our brains! If you 'd like to attend make your reservations by November 11th, \$40 per couple / \$20 single, checks should be mailed to Ann Adkins, 13423 Reynolds Rd, Kearney, MO 64060, (816) 415-9584. Please note reservations are non-refundable.

Trolley Holiday Lights Tour and Club Night Out - December 11(Wednesday), 6:00 PM meet for dinner at the Long Branch Saloon located in Seville Square on the Plaza. At 8:00 PM the KC Trolley will pick us up for a 1 hour narrated tour of the Plaza and Crown Center holiday lights. This is a joint event with the MG club. Please contact Randy Adkins at (816)415-9584 to secure your reservation by 12/1. The Trolley will hold 35 people, so make sure you notify Randy as soon as possible. The Trolley Ride cost is \$ 6.00 per person. BYOB - No glass containers are allowed on the Trolley with the exception of wine and champagne. Make sure to bring cups and a blanket for snuggling!

1997 Dues are due. If you have a star on the mailing label of this newsletter it will be your last unless you renew. Please send a check made payable to KC Triumphs for \$12 and mail to:

Kansas City Triumphs, c/o Ann Adkins, 13423 Reynolds Rd, Kearney, MO 64060

Opps - We apologize to **Jim Merrick** for neglecting to recognize him in the last newsletter. Jim won 2nd place in the early Spitfire class at the Kansas City All British. Congratulations Jim!

“EDITORS” NOTE:

Pulling the newsletter together (it's obvious I'm not much of an editor) these 2+ years has only been possible with the help of several people - most of all anyone who's ever contributed material (including material taken from other newsletters). Several people come to mind - but I won't list them because I'll forget one or two - you know who you are. My devoted production helpers have been Cynthia and Natalie (so that's why there're three staple in the newsletter...). It's not the fanciest or slickest newsletter, but it (almost) always shows up on time. I was thinking about the changes over the past few years; We have several contributors who are now PC literate - I just cut & paste in their additions. Some members, send information over the internet (I can see the time when we'll post the newsletter on the 'net). But, the best change has to be those self-adhesive stamps. No longer do I show up at work mouthing my tongue like an old horse.

TEN YEARS AGO:

The November, 1986 Newsletter began with “final notes” from retiring Director, **Gary Davis**, and Newsletter Editor, **Richard Peak**. Both had served 4 years, and acquitted themselves superbly in their positions of responsibility and meeting deadlines. We still reap the rewards of their selfless, quality leadership in the early years of our club!

The trip to the Lawrence car show was enhanced by an after-show confab at **Lynn & Susan Metzger's** home where we enjoyed great food and hospitality, and Lynn's immaculate garage.

We were looking forward to the annual dinner at Maggie Jones Restaurant (63rd and Troost). Owner **Larry Gaines**, (and KCT member) had prepared a special menu with 3 dinner selections for the pre-inflation price of \$12.50.

Dues were due, At \$12 then and now, we have a genuine bargain.

Put a Triumph In Your Day!

- Paul McBride

Welcome New Club Members:

Walter and Kathryn Puhr
6407 W 66th Terrace
Overland Park, KS 66202
(913)262-5128
1959 TR3A

ALL BRITISH UPDATE:

After an overwhelming response for club representatives to the All British Association (not!) we will be moving the meetings to Monday - still at Beamer's. The next meeting is Monday - November 11th at 7 PM. No need to RSVP - we're an informal group - just show up. Agenda items include discussing adding a Concours class to the 1997 show. We still need TR Club representatives!



THE HISTORY OF TRIUMPH

by Paul McBride

PART VI: 1968 - 1981 THE FINAL TRIUMPH

It's been well over 15 years since the last Triumph came off the factory assembly line. One can only speculate as to what might be today if British Leyland had had proper management. But sadly the TRIUMPH MARQUE is a marque of the past and resurrection by BMW, current owners of the Triumph name, seems highly unlikely. Fortunately the years 1968 - 1981 produced many Triumphs which are still affordable and are typical, outstanding examples of the marque.

During the middle '60's, Triumph sports models finally dropped the famous Vanguard 4 cylinder wet liner engine in favor of the Spitfire 4 with two additional cylinders. The six delivered a more refined and balanced power, although no more of it, unless equipped with petrol injection which unfortunately never legally entered the U.S. The first sports model to receive the 2-litre six was the hatch-back Spitfire coupe dubbed GT-6. Often thought of as a poor mans E-Type, they were small, hot in the summer, but attractive and rather fast. With the improved rear suspension of the MK 2 GT6, they were fine handling Grand Touring cars. More than 30,000 were produced from 1966 to 1973.

In 1967 the TR series received the same 6 cylinder engine stroked to 2.5 litres and with a new head. This was shoehorned into the TR4A and fuel injected to produce the 150 HP TR5 PI. With its stunning acceleration and top speed, it may be the most desirable TR of all. Less than 3,000 were built and they were not exported to the USA> Reasons given ranged from dealer fear of the Lucas fuel injections, to its inability to meet Federal emissions standards. The U.S. version of the TR5 was the TR250.....nearly identical but with twin carbs instead of fuel injection and only 104 bhp! It was a smoother, more comfortable car than earlier TR's, but not as fast. They came with the trendy American stripes and fake wheel covers popular with muscle cars of the day. Nearly 8,500 TR250's were sold in 1967-1968.

The TR6 made its debut in January 1969 and was very popular with nearly 95,000 copies sold through 1976. Karmann of Germany substantially updated the styling, but mechanically it was nearly identical to the TR5 & TR250. Again the USA had to do without the petrol injection. Nevertheless, it's a comfortable long-legged sports car with good performance and an aggressive masculine look.

Spitfires continued in production until 1980 and easily became the best selling Triumph sports model ever. They were always powered by 4 cylinder engines and although the engines grew larger, they produced less horsepower; which alas, was the scheme of things in the Federalized 1970's. Spitfires were arguably the best looking and most comfortable small sports cars ever made.

The TRIUMPH 2000 series sedans were big sellers in Europe from the mid 60's to the mid 70's. They replaced the Vanguard and used the same 6 cylinder as the GT6, TR5 and TR6. A few were exported to the U.S. and having driven one, I can testify they were a solid sports sedan. This series, along with the Toledo, Dolomite, and front wheel drive 1300/1500, were the "bread & butter" cars of the company. The Sprint version of the Dolomite, with a 4 cyl 16 valve head, was an outstanding performer and well ahead of its time.

The Triumph 2000 saloon, which met head-on competition from the Rover 2000 announced almost simultaneously in 1963. The Rover, though, could only offer a four-cylinder engine against Triumph's silky smooth 'six'.



A 4-seat sports model based on the 2000 and styled by Michelotti was introduced in 1970, and retained its factory code name.... **Stag**. It featured Triumph's first V-8 engine which was created by the 90 degree mating of 2 OHC Dolomite 4 cylinder engines. In concept the Stag was not so much a sports car as a personal luxury vehicle. Early problems with the engine were later sorted out. In production to 1977, it was popular with English yuppies and nearly 26,000 were made. After 1973 it was withdrawn from the U.S. and probable less than 3,000 were sold here. Jim Brady's Stag is an excellent example, and it's certainly the most comfortable "sports" Triumph I've ever driven.

Another merger came in January 1968 when Leyland Motors acquired British Motor Holdings. The newly named British Leyland Motor Corporation (BLMC) now included: Triumph, MG, Jaguar, Daimler, Vanden Plas, Morris, Austin and Rover! In spite of this formidable array, the company lost money, and by 1978 British Leyland was nationalized and renamed BL with the car making division named the Austin-Rover Group.

The **TR7**...controversial from the beginning. Radically different from its TR predecessors, it was always praised for excellent handling and comfort, but equally damned for poor quality control and drive train weaknesses. To be fair, the problems were much improved in 1977 with a strong 5-speed transmission, and the move of the TR7 assemble to the Coventry factory. But tremendous damage to Triumph reputation for bullet proof mechanics and reliability had been done.

Engines for the TR7 came from a 4 cylinder design from the 60's for the Saab 99 (Saab later took over manufacture of their own version) and the 1850 Triumph Dolomite. OHC, aluminum head, inclined at a 45 degree angle and bored to displace 1998cc. Two version with different outputs were used. The U.S. version with Zenith-Stromberg carbs rated from 86 to 92 bhp. (Fuel injection in 1981) Rest-of-the world received 105bhp with SU's. There was to have been a Sprint version with the 16-valve 127 bhp Dolomite Sprint engine but labor problems intervened. The TR7's acceleration and speed performance was a disappointment (having nearly identical performance to a 1954 TR2) and a definite step backward from the fuel injected TR5 & TR6.

The wedge styling was as controversial as Triumph styling has seemingly always been.... either it grows on you, or you flat-out don't like it. The convertible introduced in 1979 is, I think, a good deal more successful. Some 111,000 TR7's were produced from 1976-1981.

The Triumph Marque burned out of existence with a fitting final flare.... the end of the TR Series.... the **TR8**. It was introduced in May, 1980 to the U.S. but was never offered for sale in England. Rave reviews followed from the glossies as the TR8 showed muscle car performance equaling the Corvette. Power came from a 3.5 litre aluminum V-8 having nothing in common with the Stag V-8. In fact the engine's origin can be traced back to the Buick Special & Olds F-85 from the early 60's!

BL bought the tooling to supply Rover with a V-8. The engine was fed by twin Stromberg carbs on early non-California cars, and later by Lucas/Bosch fuel injection.

The TR8 was produced almost entirely in convertible form and was handsome indeed with alloy wheels and twin exhaust pipes. It was a fitting model to end the TR series, rising to a performance level with its contemporaries that the TR2 enjoyed way back in 1954. But only 2,815 were manufactured before production ceased for the Triumph Marque. The last car rolled off the assembly line on Monday, October 5, 1981.

What happened to the parent company, BL?.....In the mid eighties Jaguar went private and was subsequently bought by Ford, Leyland was sold to the Dutch DAF, and BL became Rover Group. Rover Group was sold to British Aerospace and then to BMW. Thanks to Ford and BMW, Jaguar and Rover survive. Presumably, BMW owns the names to all of the other old British marques, including Triumph.

From Siegfried Bettman's bicycles of the late 1800's to a contemporary sports car of the early 1980's, the Triumph Marque produced a line of vehicles as varied and as wont to success and failure as the times in which they existed. They have affected the lives of millions of people and today are a source of great pleasure to the devotees of the Triumph Marque.

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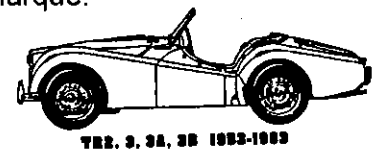
The Story of Triumph Sports Cars, MRP 1973

Graham Robson

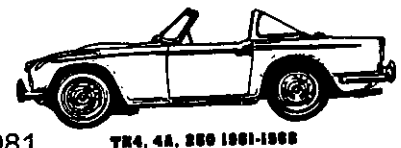
Triumph From Sewing Machines to Stags, "Victory Lane" August 1989

Wendell Bain

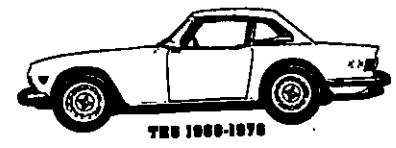
Conversation with Ken Richardson, Dallas, Texas, Summer 1988



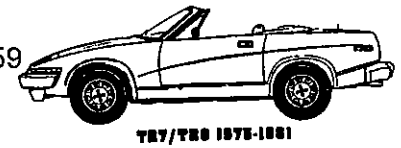
TR2, 3, 3A, 3B 1953-1959



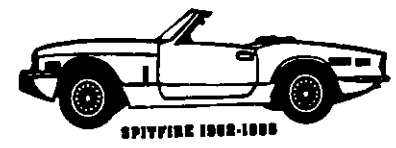
TR4, 4A, 6, 8 1961-1981



TR5 1966-1976



TR7/TR8 1978-1981



SPITFIRE 1962-1980



GT6 1966-1973

Triumph Newsletter



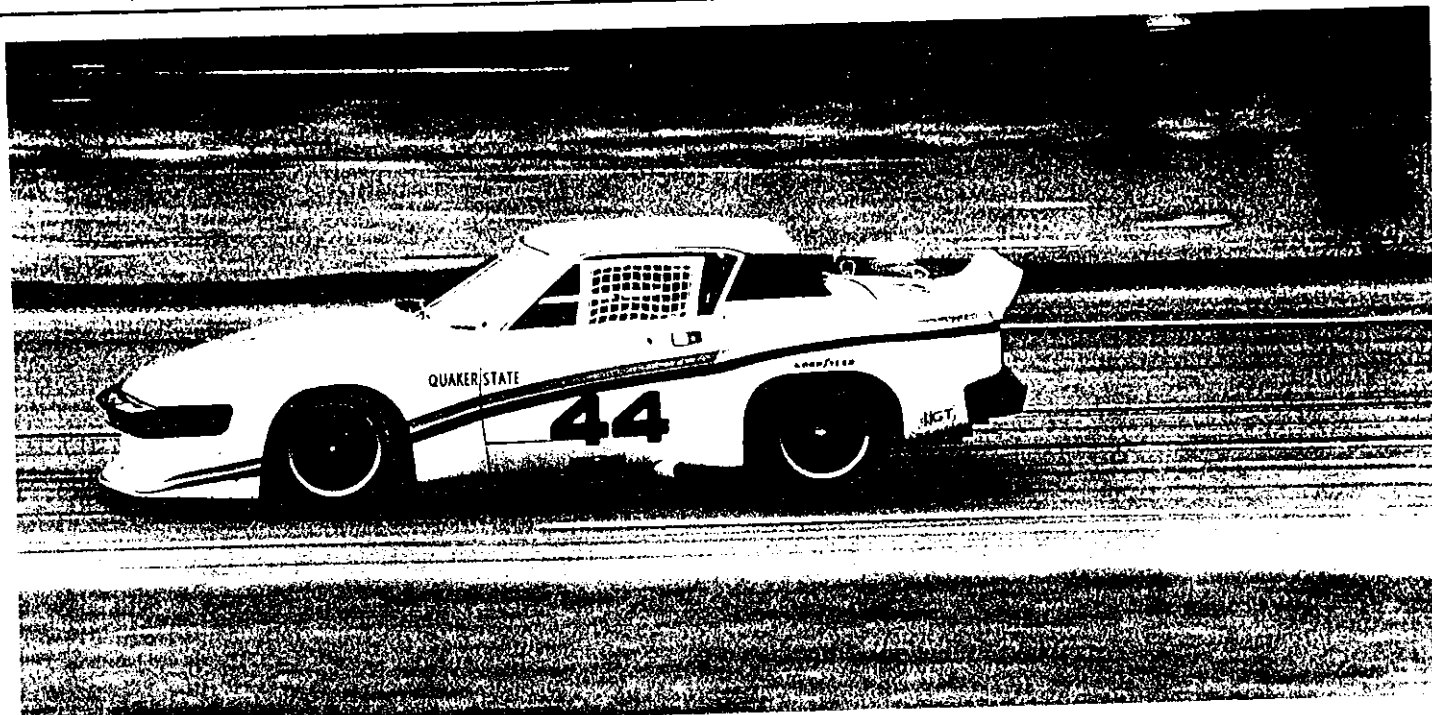
TSOA TRIUMPH SPORTS OWNERS ASSOCIATION



VOLUME 25, NUMBER 6

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

DECEMBER, 1979



The peak speed of 178 mph was obtained by the 325 bhp TR8 Trans-Am/IMSA race car on the finishing straight, during a practice run last November.

World's Fastest Triumph!

Bob Tullius' V8 coupe reaches 178 mph at Daytona Speedway

This lively account of how the experimental Triumph TR8 (modified for IMSA class racing) reached over 170 mph is written by Steve Nickless. Steve has written several pieces before for Triumph Newsletter in his capacity as public relations manager for the Group 44 racing team from Virginia. For 1980, he has taken on a new assignment based in Santa Ana, California, as executive editor of a new monthly magazine in the after market area titled "Import Automotive—Parts & Accessories." We wish him and the new publication all the best for 1980.

* * *

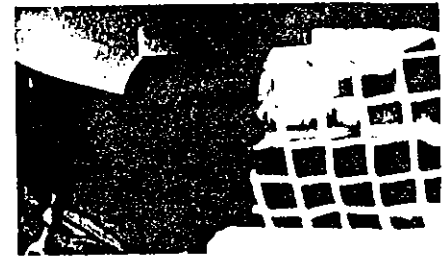
"I can answer that without hesitation," famed racing driver Bob Tullius replied to the question posed by the motorsports correspondent for the Daytona Beach JOURNAL. "The Daytona International Speedway is the most magnificent facility in this country."

Tullius was in the hot-seat on this occasion—in more ways than one. Here in Florida with his Quaker State/Group 44 team for the Thanksgiving weekend finale of the

International Motor Sports Association's 1979 Winston GT series, Tullius was pursued by the local media. His Virginia-based team had scored an impressive four victories in five starts with its wedge-shaped Triumph TR8 coupe, but the car had not yet sampled a course with Daytona's tremendous horsepower requirements. An upset, the local press believed, was in the cards.

Most racers, Tullius included, acknowledge "the Speedway" as a circuit to be treated with respect. Its 24-degree East and West bankings are no longer the most severe in the country, but, to a casual observer pondering their grade from below, they loom an unscalable mountain of concrete. Webbed between is an eight-turn, ribbon-like road course, featureless, perhaps, to veterans of Laguna Seca and Watkins Glen but a stiff challenge to the engineers who make racing cars perform.

"A successful race at Daytona requires a successful compromise," says Group 44 crew chief Lanky Foushee. "The car really wants two completely differing chassis set-ups to



A cockpit view of Bob Tullius, Group 44's team leader (above and left) at Daytona where he put up such high speeds. Strapped in his 6-point harness, he is checking the console of switches on the 'passenger' side—for ignition, starter, fuel pump, differential oil cooler, wipers, etc.

The roll cage, window net and headrest are racing requirements. A TR7 padded steering wheel boss has been neatly adapted as headrest. Knob at driver's right is fire extinguisher activator, which sprays engine, trunk and under fascia.

cope with both the banking and the infield. And it *really* needs horsepower."

The engineering challenge and the demands placed on a driver excited Tullius and his entourage. Although the TR8 had never turned wheels in anger on a tricky combination high bank/road course, the team had keenly anticipated the November 25th event. "The Corvettes and Camaros in our class have twice the displacement and almost twice the horsepower," engine-man Brian Fuerstenau explained, "but we have vastly superior aerodynamics. We'll be there!"

He was quickly proven correct. Both Tullius and the Triumph were pitched into the fray as the first practice session began on a crisp, cool Friday morning. The goal: to match the 1 minute 58.6 second best-ever lap time set by the 525 hp V-12 Jaguar XJ-S in 1978—an unlikely feat, it

appeared, to an outsider aware that the TR8 coupe had four fewer cylinders and 175 less horsepower.

On that day, the TR8 turned a best lap of 1:59.1. On Sunday morning, just hours before the start of the 225-mile race, Tullius clocked a shattering 1:57.9, averaging over 115 mph, as he steamed around the 3.84-mile circuit.

Those numbers pale, however, against the fact that on those Sunday morning laps the tiny TR8 was hitting 178 mph in the shadow of the start/finish grandstands/

The race itself was almost anticlimactic. Tullius was sidelined in a collision with the unobservant pilot of a slower car while battling tooth and nail with a Camaro for the class lead. (In a sport where such incidents are commonplace, it is interesting to note that this was Bob's first such retirement since early in 1976, almost 50 races before.) The event itself was cut short by a freak Florida rainstorm which triggered a massive 14-car pileup on the back straight.

"Glad I wasn't tangled up in that," reflected a surprisingly-cheerful Tullius after the race. "I'm perhaps not as disappointed in the result as I should be 'cause I'm elated over how well the TR8 ran down here.

"The shape of the car is very, very good from an aerodynamic standpoint. That was our advantage. Geez, I could steer it with one finger, it was that easy to control."

The Group 44 team has thoughts of returning to Daytona Beach in February for the grueling 24-Hour event, and, says Tullius, "With just a bit of winter development the car can break the 180 mph barrier."

Now *that* would be an engineering *Triumph* . . .!

TRIUMPH TR8 SCORE SHEET 1979 IN TRANS-AM AND IMSA RACES, USA

1st—Watkins Glen Trans-Am, 96.34 mph (July 7)

1st—Watkins Glen Trans-Am, 97.21 mph (Aug. 5)

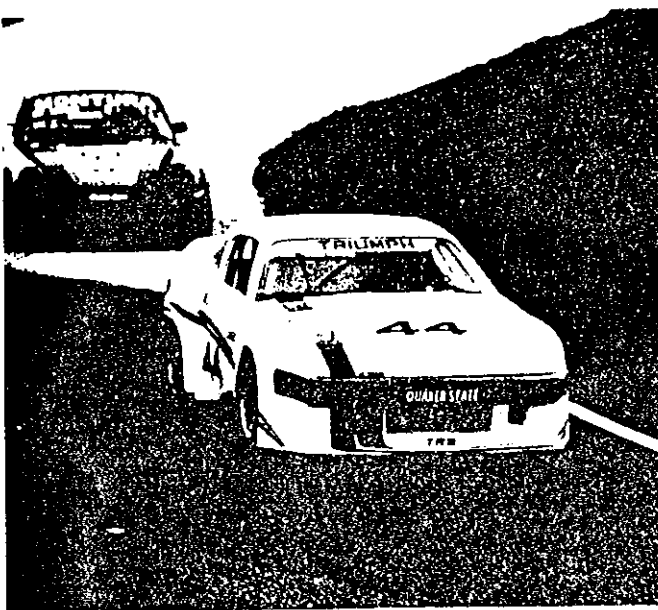
1st—Road America IMSA GTO, 96.87 mph (Sept. 2)

2nd—Road Atlanta IMSA GTO (Sept. 22)

1st—Laguna Seca Trans-Am, 96.9 mph (Oct. 14)

*DNF—Daytona IMSA GTO (Nov. 25)

(*Did not finish, as sidelined by collision with slower car, when contesting the lead)



The Daytona circuit has eight turns on the road section, with East and West banking on the oval track, all within 3.84 miles. Bob's TR8, seen here ahead of a Porsche, lapped in 1m. 57.9s. or 115 mph. This is a faster lap than with the over 500 bhp Trans-Am Jaguar XJ-S V-12 last year.

1968 Triumph TR5

The injection we never got

by Jonathan A. Stein

An injection can prevent measles or the flu, help beat an infection or, in the case of the Triumph TR4A, cure anemia. Unfortunately, it was a cure the American market never got. TR buyers in the United States were forced to settle for the carbureted six-cylinder TR250, while most of the rest of the world was treated to the fleet, fuel-injected TR5. As a result, there are sports car enthusiasts in the States who have never heard of a TR5.

From a distance, the TR250 and TR5 looked virtually identical to the TR4A, which was the starting point for both cars. The 4A, in turn, used the muscular, Michelotti-designed TR4 body, updated with a simpler grille and a few detail changes. The TR250 and TR5 shared the 4A's independent rear suspension chassis, which used coil springs, cast semi-trailing arms and lever shocks. The front suspension consisted of double wishbones with coil springs, and tubular shocks mated to rack-and-pinion steering. Like every TR since 1956, the 250 and 5 sported front disc and rear drum brakes.

Their wheels were either pressed steel with mag-style covers, or knock-off wires. The single most important improvement was under the hood: In place of the TR4A's 2.1-liter four, the 250 and 5 got a sturdy, cast-iron straight six developed from smaller sixes used in the 1.6-liter Vitesse and the 2.0-liter GT6.

Both six-cylinder TRs displaced 2.5 liters. The TR5 owed its performance to a higher compression ratio, a special camshaft and Lucas fuel injection, which combined to produce 150 horsepower. In comparison, the carbureted TR250 was rated at 104 horsepower—only four more than the four-banger TR4A. Acceleration numbers tell the story succinctly. According to Graham Robson's *The Triumph TRs*, the TR4A scurried to 60 mph from rest in 11.4 seconds. The 250 took 10.6 seconds, while the TR5 hit a comparatively scorching 8.8 seconds.

Triumph people disagree about why the gutsy injected engine never made it to the States. J. Bruce McWilliams, then Triumph's marketing boss in North America, says the Lucas mechanical injection was complicated and expensive; although it acquitted itself well during development testing, it proved unreliable in real world conditions. And given the reliability issue, Triumph made no effort to clean up the injected engine for U.S. emission standards.

John Lloyd, who was assistant chief engineer at the time, agrees

with McWilliams. But Triumph racing guru Kas Kastner puts the blame solely on the emission standards, insisting that Triumph would never have marketed the injection in Europe if it was unreliable. Kastner claims that if it had been possible to federalize the injected engine, the TR5 would have been imported, because an extra 46 horsepower would have helped sales immensely. Yet McWilliams says demand for the carbureted 250 exceeded supply, so more power—and demand—would have only aggravated the problem. It was possible to federalize the Lucas injection, according to Lloyd, but it would have sapped most of the extra power, which was the sole purpose of the injection in the first place. Whatever the reason, Triumph chose less-expensive, more reliable twin Stromberg carburetors for the States.

A short drive in Kevin Kelly's TR5 illustrates how unfortunate that choice was. Compared to a TR250, or even a later TR6 choked

by smog-reducing gear, the Euro-market car is just plain fast. The injected six is cammy at idle, but it smooths out as the revs rise effortlessly, and sounds like no TR ever sold on these shores. With a top speed of 120 mph, the TR5 is one of the most desirable TRs ever built.

On a spec sheet, the all-independent suspension from the TR4A through the TR6 looks great, and with about 100 ponies, it's not bad on the road, either. The TR5 is nimble and balanced, and its ride is

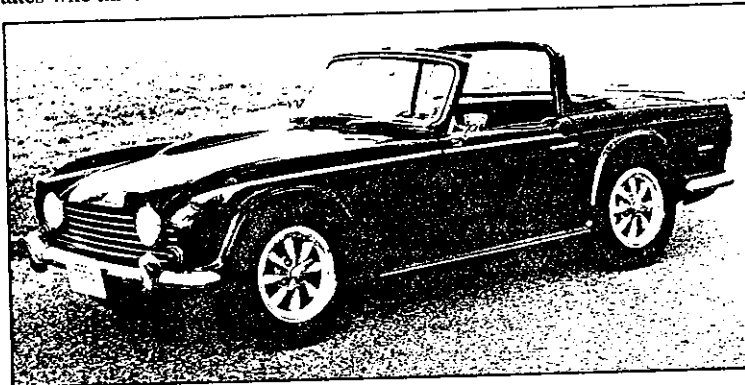
surprisingly supple. But with 50 percent more power than its next-of-kin, the severe TR squat under acceleration is exacerbated, and the structural weaknesses in the body-on-frame construction are more apparent.

TR5s like Kelly's gleaming 1968 model are extremely rare in the United States. The car's original owner was an American soldier who bought it for delivery in Greece, and then brought it home when his tour of duty ended. Of the fewer than 3000 TR5s built, not one was sold new in this country.

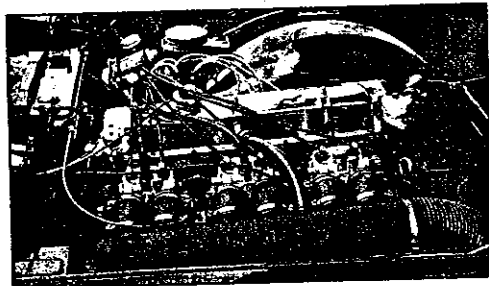
Kelly's is fitted with Triumph's Surrey Top. The aluminum rear section, with a wrap-around window, is bolted to the rear tonneau panel of the body. The center section can be either a folding metal frame covered by a soft vinyl, or a solid panel of steel or aluminum. With the solid roof panel in place, a Michelotti Triumph becomes much more rigid.

Kelly's alloy wheels are even more unusual. American Racing Wheels developed them at the request of Kastner, who needed a strong, light magnesium wheel for competition, particularly rallying. Although offered as a dealer option only in the States, they are frequently (and inexplicably) referred to as "Silverstone" wheels.

Without looking under the hood, it's difficult to tell a parked TR5 from a TR4A. Only the grille treatment, the badges and tailpipes, and a few other interior changes, differentiate the two. The TR250, on the other hand, is easy to spot, with its redline tires, the racing stripe across the front of the hood and reflective tape on the soft top. In short, the TR250 is mostly show, and the TR5 is mostly go. The choice is a no brainer—unless the feds intervene. ■



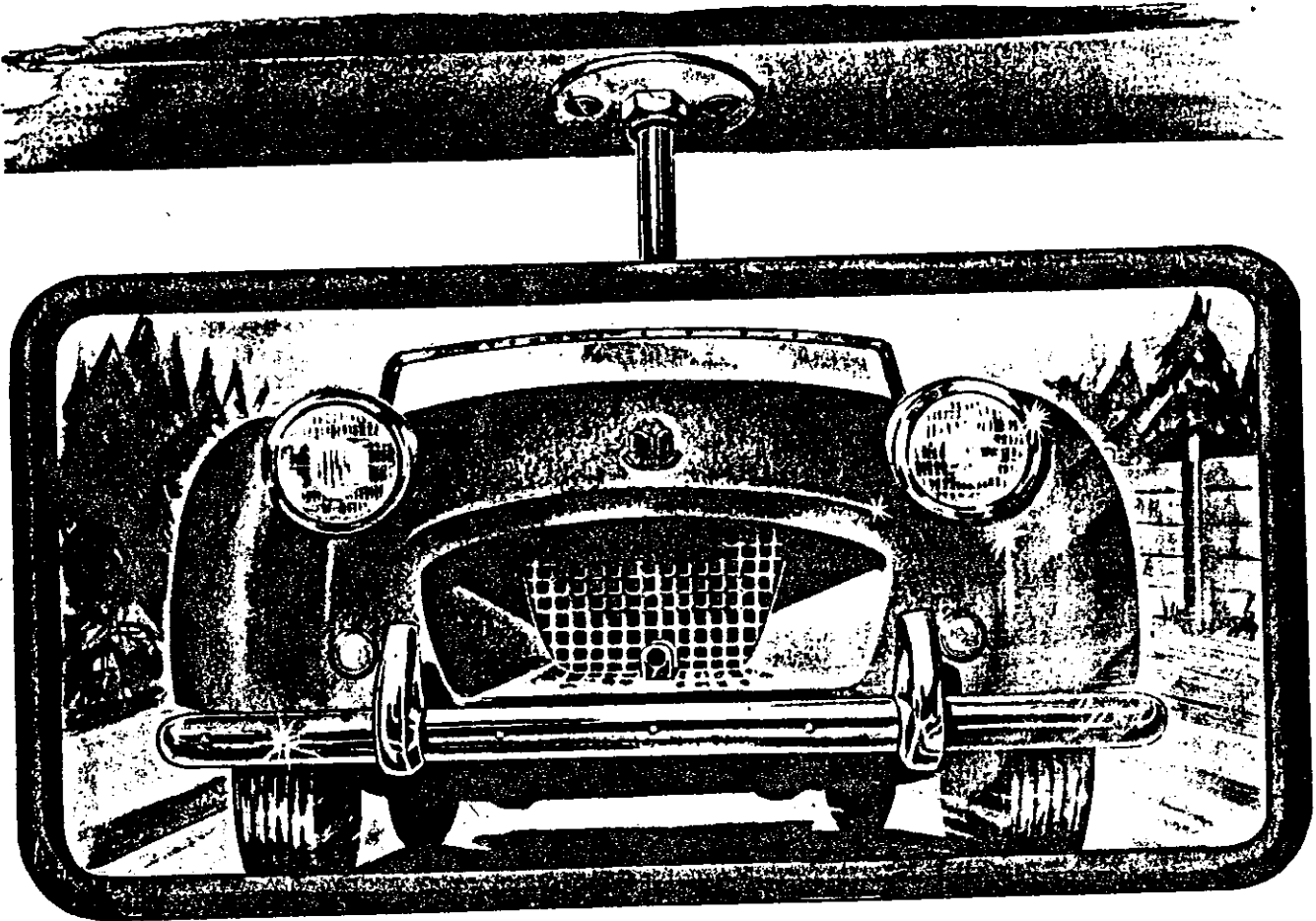
JONATHAN A. STEIN



The fuel-injected engine (left) of the TR5 (above) makes 150 hp, 46 more than the U.S. version, the TR250.

Marque Spotlight

"If you see this low, blunt nose in your mirror, pull over and let him go, unless you have something VERY HOT!!" *



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