



**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**
Volume XXVI, Number 1
February/March 2004

AHHHHH, SPRING???

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Annual dues are \$15, payable to "KC Triumphs".

The Triumphs Club year runs ALL YEAR LONG!

REALLY READY FOR 04 HERE

EDITOR'S NOTES:

The Planning Meeting went off beautifully as usual thanks to Ms. Yin and daughter Natalie. The Club thanks you A LOT. A good turnout and probably the best food yet. Bernie's 6 (Stored at Cynthia's) started right up and drove fine and is NOT for sale...I am sworn to secrecy on that matter but we may have some new/old members back in town this Summer. (And you didn't hear that from me)

Jeff is continuing as Director this year, did a super job moderating the Meeting and we just couldn't ask for a better person for the job. Right on Captain!!

The Brown Rat got out the other day after 6 months of un-attention and started with first turn of the key...what a car! And Holly asked tonight what it was like going across the country in a TR-6, I told her it was delightful (She's new to Triumphs remember). So, Richmond may be in the plans this year. You'll probably see a lot more of us this year for a change.

Most of you may have gotten e-mail or know that our friends Jay and Laura Smith are off to England for a year. I'm going to try and make them our "English Correspondents" and get some reports back from their trip. Also, Holly and I are picking up a new Bimmer in Europe this June and have plans to meet them in Paris for dinner...McDonalds on the Champs de Elsysee. (It will probably be all we can afford)

Looking forward to a Triumphfull year with all!

Woody

P.S. Yes, the Newsletter is a month late. I decided to wait until after the Planning Meeting so I could include the Calendar for everyone. We will be back on schedule come April. To our advertisers: Thank you again and you will be getting a bill for this year soon. Due to some computer glitches we lost our database but it has been restored. We hope all of you will continue with us in 2004.

From the Directors Desk

Greetings Triumph enthusiasts and fellow club members! The winter months are almost gone, the yearly planning meeting was held, and once again there is the possibility of numerous trips for the Triumph adventurer. The planning calendar is a bit aggressive in some areas and light in others, this will allow us to have some flexibility in scheduling unforeseen events, also called targets of opportunity. Some are already coming in. Those that need some assistance or advice on getting their cars ready for the driving season should not be bashful, but start communicating their needs. The time to start on that long delayed minor repair is now, before the "driving time" begins. It would be a shame to let several driving events go by because a minor repair had not been taken care of earlier. Join us!

Don't forget, there is always room for a volunteer to help with a particular event, so don't hesitate, make your presence known and we will direct you to the right place. If you have your favorite event please let the point person for that event know and just jump right in. We will give you extra credit for a hard one!

I thought we had a great planning session and really want to thank you all for your help in making it a success. A special thanks to Cynthia Yin for once again donating her beautiful home to the cause of the planning calendar. Thank you Cynthia!

I really look forward to this upcoming year and the driving events that will come. It is always exciting! My little red TR3 is anxious in anticipation. I look forward to seeing all of you at our first event.

Jeff Givens

PAST EVENTS:

ANNUAL DINNER AT THE WOODY'S:

The Christmas Dinner (AKA Annual Dinner) was very well attended this year. All thirty-two current and four new members agreed that it was a very pleasant and enjoyable evening. I hope that our new members realize we do other things beside eat and visit at our Club activities. Of course, we do have to eat, but we certainly do get out and drive the cars a bit!

Visiting in the garage was what I most enjoyed including many helpful hints concerning the TR-3. Many members even offered spare parts that are much needed and appreciated. That's what I like most about our Club...the support and encouragement we all receive. (And I agree: Ed.)

See you next year.

Richard and Ann Woody

CLUB NIGHT OUT AT O'LEARYS MARCH 4TH:

Was a "cold and rainy night" to quote Snoopy, but a whopping five of us managed to get to dinner (And avoid the flooding) at O'Leary's that evening. My wife Holly, the Olsen's, our youngest member Eric and I had a good time eating cheap filet and engaging in talk of European travel and skiing in Colorado. Hope to see more folk there next time out!

Woody Underwood

2004 VTR National Convention Update
July 14 – 17, 2004
Richmond, Virginia
Check out the website at www.vtr2004.com

This is the latest in a series of updates over the next six months highlighting the 2004 Vintage Triumph Register National Convention, Wednesday, July 14 through Saturday, July 17, 2004, at the Richmond Sheraton West Hotel in historic Richmond, Virginia.

Members of the Richmond Triumph Register have been working hard on convention organization, and are proud to announce that the convention registration brochure is now available at www.vtr2004.com in both downloadable (.pdf) and on-line registration format. Check out what we have in store! The registration brochure will also be distributed in the spring issue of the Vintage Triumph Register magazine.

As of mid-January, more than 100 people had already made reservations at the Sheraton Richmond West Hotel, site of this year's convention. Don't delay registering and making room reservations! Call 888-565-7654 to reserve the special VTR rate of \$85 (plus tax) per night, or visit www.sheraton.com for more hotel information.

Check www.vtr2004.com for regular updates. For more information, contact the Richmond Triumph Register at 804-746-9409 (voice or fax) or e-mail us at info@vtr2004.com.

Attention Newsletter Editors: A downloadable version of this announcement in MS Word format is available by e-mailing Glenn Larson at GLARSON182@aol.com. Copies of the official VTR 2004 logo can be downloaded from www.vtr2004.com, under the FAQ page.

Expect more in 2004!
See you in Richmond!

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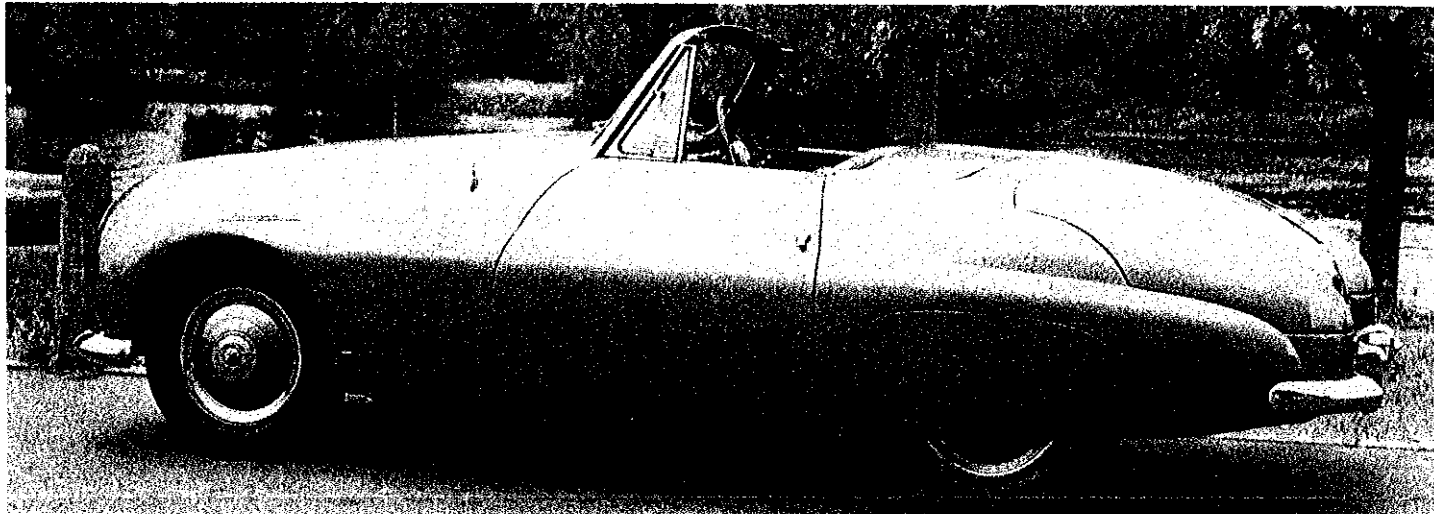
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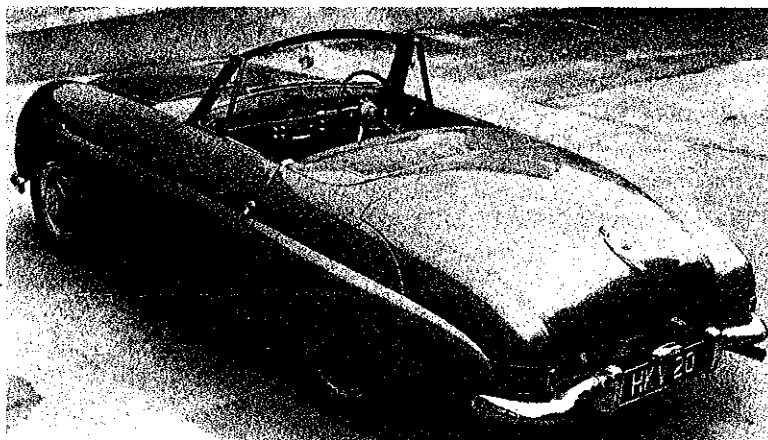


A shot in the dark

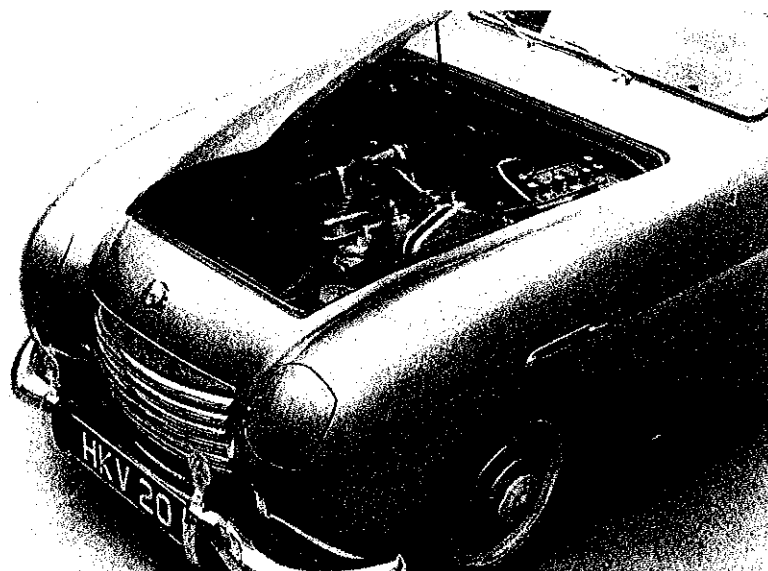
by J. R. Davy, condensed from HIGH ROAD, January '69



The TRX roadster, modern-looking even in 1969, shows off body lines which were unmatched anywhere in 1950.



A rear three-quarter view shows the functional dash with built-in standard radio (unheard of in England at the time), column shift, mirror attached to the windshield and metal tonneau cover. Trunk opened by cable release from inside the car.



Hood tilted sideways, the TRX reveals a twin-carburetor Standard Vanguard engine. Producing 72 bhp, this mill was the direct fore-runner of the TR-2-3-4 and 4A powerplants.

In 1950, British car manufacturers could choose two ways to go to please the home market, the export market, or both. Small open sports cars such as the MG-TC had made a tremendous impression in the United States but there was still room on both sides of the Atlantic, seemingly, for a plush convertible. Thus was born the Triumph TRX Roadster, a car far ahead of its time.

Produced for and shown at Paris, Earls Court, Brussels and Geneva, this car was never made in quantity, the total being two completed cars and one chassis. Features included an aluminum body, electric windows, hydraulic seat adjustment, automatic top, concealed headlights with electrically operated covers, built-in four-wheel jacking system and a standard radio. It was also the first Standard car to be built with flashing turn signals, anticipating later regulations. In every way it was years ahead, incorporating many items, such as the headlights, which are current fads on American cars.

Production problems, many dealing with the sleek but difficult body, made the TRX an impossibility. The example shown here, owned by Mr. John Ward, is completely restored and runs well. After all these years, Mr. Ward points out that the car is quite satisfactory in all respects except overall performance which is a little slow. With a more highly tuned engine, disc brakes and one or two other touches, this Triumph, 19 years old, would show up well in any company.

Engine: Four cylinder o.h.v., 85 mm. x 92 mm. Capacity 2088 cc. Compression ratio 7.0 Twin S.U. carburetors. Maximum power output 72 b.h.p. at 4,200 r.p.m. Maximum torque 1,300 lb. in. at 2,000 r.p.m.

Road speed data	Top		2nd	1st	Reverse
	O/drive	Direct			
Gearbox ratios	0.820	1	1.67	3.54	4.11
Overall ratios	3.58	4.375	7.32	15.50	18.00
Engine speeds					
at 10 m.p.h. (16 km./hr.)	463	570	952	2020	2340
Maximum speeds					
	Gear		m.p.h.		km. p.h.
	Top		90		145
	2nd		50		81
	1st		20		32

BRAKES: Lockheed hydraulic. Stopping distance at 30 m.p.h., 30 ft. (9 metres). At 40 m.p.h., 60 ft. (18 metres).

Acceleration (two up)		
GEAR	SPEED	TIME
Top	10-30 m.p.h. (16-48 km.p.h.)	12 sec.
Top	30-50 m.p.h. (48-80 km.p.h.)	10½ sec.
Through gears	0-50 m.p.h. (0-80 km.p.h.)	14 sec.

DIMENSIONS: Weight complete 2,744 lbs. Wheelbase 7 ft. 10 in. Track (front) 4 ft. 3 in. (rear) 4 ft. 6 in. Length 13 ft. 10 in. Width 5 ft. 10 in.

LAWRENCE SWAP MEET

Saturday & Sunday, May 1 & 2, 2004

At Douglas County 4-H Fairgrounds
1/4 mile North of K-10 (East 23 Street) Highway on Harper St.

For Automotive & Related Items Only

VENDORS FEE

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Car Corral

Same as above fees

Space Size

Inside 12' X 12' (approx.)
Outside 15' X 20' (approx.)



Vendor Set-Up

Friday: 4:00 p.m. to 11:00 p.m.
(No Admittance To Fairgrounds
11:00 p.m.-6:00 a.m.)
Saturday: 6:00 a.m. to 5:00 p.m.
Sunday: 7:00 a.m. to 10:00 a.m.

Opens to Public

Friday: 5:00 p.m. to Dark
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Sunday: 7:00 a.m. to 12:00 p.m.
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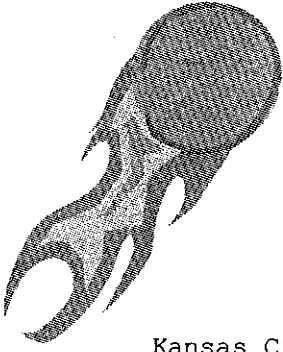
Lawrence Region

A.A.C.A.

P.O. Box 442006

Lawrence, Kansas 66044

See Reverse for Map and Motels



Cedar Creek

Elementary School

Olathe District Schools

11150 S. Clare Road

Olathe, Kansas 66061

913.780.7360

Kansas City Triumphs Sports Car Club
10133 Craig Drive
Overland Park, KS 66212
February 19, 2004

Dear Car Club Members,

My name is Carla Peuser and I represent Cedar Creek Elementary school in Olathe, Kansas. Our school is having a fund raiser with a 50's style theme and would like to have a vintage car show as one of the activities for the evening. The event is scheduled for Friday, April 30th at Olathe Northwest High School

This is a fund raiser for the schools PTO as well as the 5th grade class to raise money for their 6th grade field trip to a week long camp. There will be a dinner with activities that have a 50's theme ie sock hop, drive-in movie, etc. and the funds will be raised from tickets sold to the event.

There will be no entry fee- you would be our guests and we would provide dinner for anyone willing to show their car. Two guys and a grill will be catering hamburgers, cheeseburgers and chicken sandwiches along with ice cream sundaes/milk shakes.

There will be no judging-just mass amounts of ooohh and ahhing from approximately 600-1200 car enthusiast. The cars will be set up in the back parking lot.

The dinner is set to start at 5:00 but we will begin setting up at 3:30. We have the school until 10:00 that night but plan on rapping up by 9:00. Whenever your club would be available we would be happy to work around times for you.

If at all possible we would need to know a number of people by April 15th to pass on to our caterer as well as make the proper accommodations for the cars.

If you have any other questions please let me know. My home number is 913-780-5915 or you may reach me by e-mail at the5ofus@sbcglobal.net I look forward to hearing from you.

Sincerely,

Carla Peuser

The Real Truth about Our Tools

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seatcovers and motorcycle jackets.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheels.

PLIERS: Used to round off bolt heads and crimp new wire ends in place.

HACKSAW: One of a family of cutting tools built on the original sin principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXY/ACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16" or 1/2" socket you've been searching for the last 15 minutes.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your coffee across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

HYDRAULIC FLOOR JACK: Used for lowering a car after you have installed your new headers, smashing the tool box tray between the front tire and the ground.

PHONE: Tool for calling your local parts dealer to see if he has any neat new tools.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your shoe.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and oil pipes you have forgotten to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: Used to burn carpet and upholstery when left briefly unattended.

Will also scare the shit out of you as the radiator fluid unexpectedly sprays on it and the bulb explodes. The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used to round out the heads of British Posidrive screws.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 40 years ago by someone in Michigan, and breaks them off.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

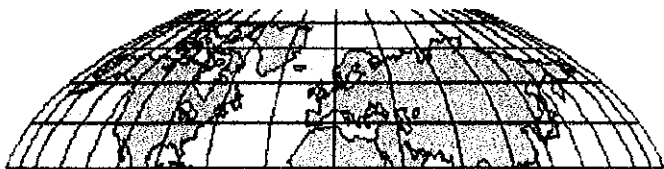
HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

POP RIVET TOOL: Device used to scratch the new paint of the fender trim holder you are trying to reattach, after the stud breaks free.

FLOOR CREEPER: Used to hide the fasteners and sockets you drop as you install that hard to reach item under your car. Also reminds you of that haircut you have been putting off as the wheels catch your hair.

From Pat Fisher

EURO-ASIAN



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Here's the calendar for 2004. As usual some dates, Person Of Contact and locations may change. If you are a POC for any of the Events listed which do not have detailed information, PLEASE e-mail or call me so we can get everything up to date for the whole year. Contacts are listed in the Roster and everybody always appreciates an RSVP. The calendar will be updated every Newsletter.

KANSAS CITY TRIUMPHS EVENTS 2004

- | | | |
|---------------|---|---------------------------------|
| March 4 | <u>CLUB NIGHT OUT</u>
O' Leary's Pub
91 st and Metcalf 6:30 AM
(Same location and time the whole year) | POC Jeff Givens
Paul McBride |
| April 1 | <u>CLUB NIGHT OUT</u> | POC Jeff or Paul |
| April 3 | Spring Clean-up at Mobile Hydraulics
1544 Howell, NKC 9:00 AM | POC Jeff Givens |
| April 17 | Blue Ridge Mall Auto Classics/Antiques
Meet @ noon @ the entrance to the Antique Mall, south side of Blue Ridge Center. Old cars for sale, antiques, good little café and a jazz band playing. | POC Woody Underwood |
| April 24 | High Noon Saloon in Leavenworth
A favorite every year! Meet in Parkville at the market area.
9:00. Then off to LV on smooth paved roads! | POC Jeff Givens |
| April 24 | Swap Meet at Hurst's
On 40 Hiway about 1 mile West of Noland Road 9:00 AM | POC ?????????? |
| May 6 | <u>CLUB NIGHT OUT</u> | POC Jeff or Paul |
| May 15 | Nevada MO Car Memorabilia and Junk
Yard Search (Best I could come up with, sorry! But sounds like fun) | POC The Edwards |
| May 22 | Atcheson Fly-In
Old cars and old airplanes. | POC ????? |
| June 3 | <u>CLUB NIGHT OUT</u> | POC Jeff or Paul |
| June 6 | SCCA Regionals
At Heartland Park, Topeka. Mention Prather Racing at the gate and your British car will be admitted to the paddock area. | POC Charlie Hoch |
| June 7 | Hot Rod Power Tour
At Osage Beach. | POC John Maas |
| June 11/12/13 | Maas (Madness) Mystery Tour
More info to come, but we all know what this is about don't we!
This year it may end up at the Lake and some boat rides with the Lymans and McBeans. | POC Guess Who |
| June 26 | Wabash BBQ and Cruise Night
Richard may choose a little different venue for the cruisin' this year but the BBQ will still be at the Wabash. This is always a great event and well attended, don't miss it! | POC Richard/Ann Woody |
| July 1 | <u>CLUB NIGHT OUT</u> | POC Jeff or Paul |

- July 6/7??? Heartland MG Regional POC ???
 July 14/17 VTR National Convention POC Jeff Givens
 Watch your Newsletter for more info.
- July 17/18??? Crown Center Car Show POC Woody Underwood
 Good Hot Fun!! And we get paid for showing up. Date TBD.
- July 31 T-Bones Baseball POC The Lymans
 A new one for the Club but supposed to be a lot of fun and we can picnic! The field is out by the race track so most of us can consider this to be a road trip (Or a good chance to visit Cabela's)
- August ??? Roadster Factory Summer Party POC ???
 No info yet, so watch the Newsletter.
- August 5 **CLUB NIGHT OUT** POC Jeff or Paul
 August 14 Not-A-Pool Party @ The Edwards' POC The Edwards
 Well, they finally got into their new house out in the woods, but no POOL! But there will be BBQ. They live way south so most of us can consider this to be a road trip (Or a good chance to visit Arkansas)
- August 25 Grudge Night @ KCIR (Drag Racing) POC Ann Woody
 It's her birthday party.
- Sept. 2 **CLUB NIGHT OUT** POC Jeff or Paul
 Sept. 4/5 THE ALL BRIT AT THE AIRPORT POC David MacIntosh
 No rain this year, OK?
- Sept. 13/17 SCCA Solo II Nationals POC Charlie Hoch
 Autocross at it's best and admission is free. Forbe's Field/Topeka (Next to Heartland Park)
- October 3 Lawrence Car Show POC ???
 At the Fairgrounds.
- October 7 **CLUB NIGHT OUT** POC Jeff or Paul
 October 9 Fayetteville, Arkansas All Brit POC The Birks
 Supposed to be better than ours...hmmmm.
- October 16 The Chili Party POC WoodyHolly
 We're moving it to the more traditional time this year, everybody please come, we have a lot of fun. And always bring more chili...we ran out AGAIN last year!
- November 4 **CLUB NIGHT OUT** POC Surprise host!
 December Progressive Dinner POC TBD
 The feast(s) will be held south of the river this year and we need hosts, hopefully some new ones.

CRAIG VAUGHAN

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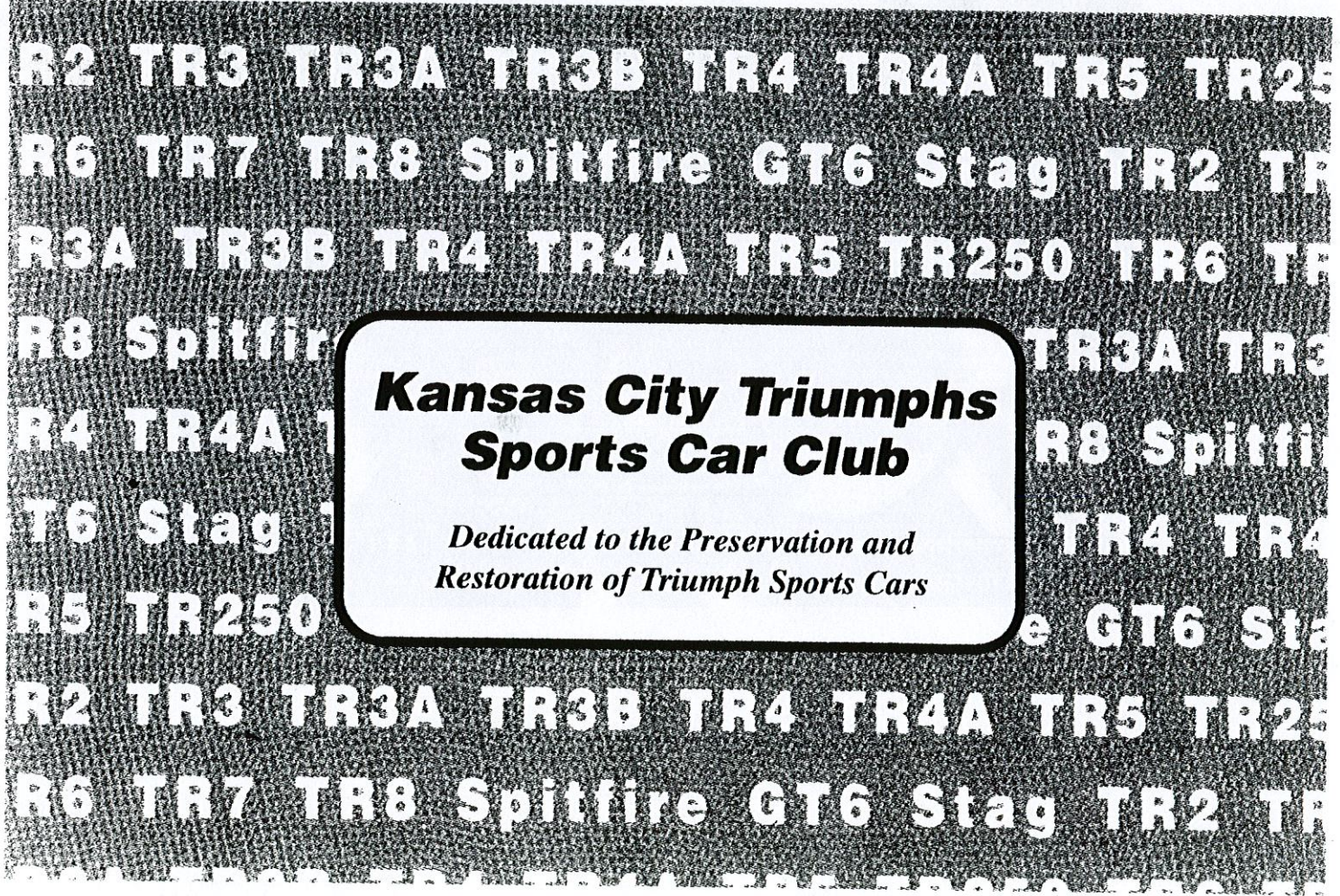
Fax: ++44 1522 567600



9200 East 201st Street
Belton, MO 64012



Paul and Margaret McBride
22714 W 51St
Shawnee, Ks 66226



**Kansas City Triumphs
Sports Car Club**

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



**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**
Volume XXVI, Number 2
April/May 2004

2004 MEMBERSHIP ROSTER INCLUDED!

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OH SMILE ON TRIUMPHS THY GOD OF GOOD WEATHER

EDITOR'S NOTES:

So far on events...some good,some bad The Blue Ridge Mall antique run was a bust (As I expected) and I'll let the one couple attending explain more below. Club Night Out at O'Leary's was very well attended and a lot of fun, probably 30 Triumph afficianados in attendance, maybe more. The High Noon Saloon/Ft.Leavenworth trip got rained out but I believe Jeff is planning on re-scheduling the event when more dependable weather might be available. The swap-meet at Hurst's (An MG Club event) surely went off as planned even though the date was posted wrong in the Newsletter.


Other than that, we be doin' good here in Triumph country...all of our advertisers have re-upped for the rest of the year (Except for Victoria British, but I'm sure we'll hear from them soon), membership is up, Bernie and Susanne have moved back to town, the Maas' Sonnet runs, Jay and Laura are off to England, Randy and Ann STILL belong to the Club, Richard Woody just bought another TR-3 (Hope Ann knows that by now), Jack and Laraine have a house in the woods we really have to go party at and the Brown Rat is purring silently just waiting for a road trip. Hope to see you all soon.

Woody

P.S. Mr. McBride...we promised a Roster with cars owned/commission numbers/etc a long time ago and here it is.

CRAIG VAUGHAN

FOREIGN CAR ENTERPRISE



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Last year when we attended the annual Triumph Club Blue Ridge Mall event we arrived a little early and shopped around while we waited for the rest to arrive. It took an hour for the other half dozen or so to show up but we had a nice time looking at some collector cars and antiques and then we had lunch. This year just like last we arrived a few minutes early driving a Triumph with the top down and waited for the crowd to join us. But unlike last year, none of the others ever showed up and we shopped on our own for a while and then went in search of lunch. As enjoyable as this tradition is, it must be coming to an end because the antique mall is going out of business. We'll have to find something else to do in 2005. Steve Olson

TOUR THE JUNK

On May 15 we will meet at the I Hop in Grandview Mo. At 9:00 AM. It is located in front of Truman Corners Shopping Center on highway 71. If you plan to eat breathiest there please come a little earlier. We need to leave on time so our host won't have to wait on us.

We drive to Harrisonville Mo. to visit Johnny's Service to see his private collection of historical gas station memorabilia. You will find all those memories of that old corner gas station from your past in the good old days. Everything is nicely displayed in oak cabinets and shelves.

From there we hope to go to Bob Hutchison's Collector car junk yard in Walker Mo. On the way we will be stopping for lunch. If Bob can't be there that day we will have an alternate destination planned. Hope to see all of you for this drive. The Woodys, Birks, and Edwards

Please RSVP to Larry & Linda Birks BRGTR3@earthlink.net or call 816-380-1096

WABASH BIRTHDAY BASH

On June 26 we meet will on the Liberty Town Square at 12:30 PM to have lunch at the Hardware Café then spend the afternoon helping Richard celebrate his first 60 years by driving 60s type cars, going 60 MPH, and traveling 60 miles to Swan Lake while listening to 60's music.

That evening we will gather at the Wabash BBQ in Excelsior Springs at 7:00 PM to hear the blues band Missouri Southern while we soothe our sun burns with BBQ and Beer which is around 60 grams of fat. Diet the week before and bring your sun screen for a fun day.

To get to the Town Square take the Hwy, 152 exit off of I-35 and go straight east. If you see William Jewel College turn around.

Please RSVP to Richard & Ann Woody Sailor56@peoplepc.com or call 816-628-4154

FOR SALE: 1972 TR-6. CC77956L. Partial restoration but all back together and running. No rust, OD, good condition. Contact: Frank Magnusson, Wichita KS, fmags@cox.net.



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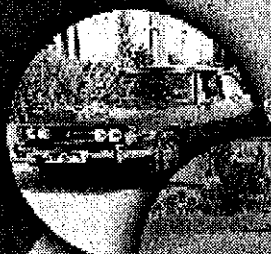
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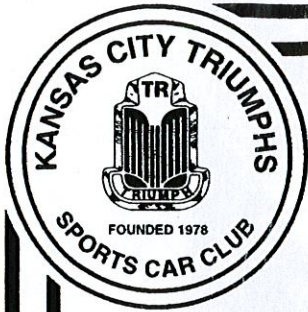


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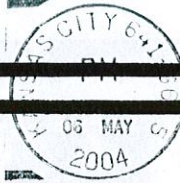
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**Kansas City Triumphs
Sports Car Club**
*Dedicated to the Preservation and
Restoration of Triumph Sports Cars*



**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**
Volume XXVI, Number 3
June/July 2004

CLUB OFFICERS 2004

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9200 East 201st Street Belton, MO 64012
Annual dues are \$15, payable to "KC Triumphs".
The Triumphs Club year runs ALL YEAR LONG!

HOT FUN IN THE SUMMERTIME...FINALLY...MAYBE...AT LAST!

EDITOR'S NOTES:

Yep, finally got hot. But also got a bit wet. At least one event got off ok with good attendance and lovely weather (The report follows). This year's VTR in Virginia looks to be a biggy, they're adding a hotel due to overwhelming interest (That information follows also). You'll find an ad here for Randy and Ann's Stag (And Midget). No, they're not mad at anybody...just too many toys in the shed. (I'll personally vouch for the integrity of the Stag's front bumper, it should be perfect)

Some of you may have gotten pictures of Jay and Laura Smith's adventures in England. I'd wanted to include a couple of them but the PC wouldn't cooperate, but it looks like they are having a jolly good time. Holly and I are off to Germany/France in a week and I'm still going to try and get them to come meet us in Paris! You'll get a report on driving in Europe next issue...our new car will go 155+ and Holly is a bit apprehensive..."don't kill us until I get to shop in Paris" and all that silly girl stuff. Of course, our terminal at CDG just fell down, so s**t happens anytime...don't worry, be happy, drive quickly!

We will see everybody soon somewhere, sometime:

Woody Underwood

P.S. Thanks to Victoria British and all our advertisers for re-joining us again for another year. Please buy something from them or use their services. They are good, reputable people as much interested in this hobby as we are.

P.P.S. The Newsletter is back on track timewise, only took us 6 months!

P.P.P.S. A certain lady helps me (Us) a lot putting this thing together every now and then...thanks to my wife and lover, Holly Ross.

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6-CYLINDER TR'S WARM UP LAS VEGAS

The first National at Las Vegas, Feb. 22nd and 23rd, was cold, damp, snowy and generally unpleasant for the pit crews and spectators. On the course the story was different as Triumphs won three races and Kas Kastner almost scored a double victory with his two newest cars.

The EP race was combined with B Sedan, putting the GT-6+ in with the Porsche 911's, Alfa GTA's and sundry hot BMW's etc. Carl Swanson qualified the Coventry fastback next to the pole position occupied by Gil Ranney in the #65 Porsche. When the flag dropped they took off like Siamese twins and stayed that way, the GT sticking to the Porsche as if tied to the rear bumper.

7 seconds ahead of the EP field on the first lap, Swanson was never approached by another car in his class. At the half-way mark, "slow" signals from Kas dropped Carl to fourth overall but he still finished 40 seconds ahead of the EP group. His time for his best lap was two minutes flat, 4 seconds under the 1968 Class E record.

Las Vegas was outing number one for the TR-6 and Jim Dittmore qualified the car on the pole. Dittmore, a regular on Triumph's Competition Department team for several seasons, found himself in familiar company on the starting line. Next to him was Alan Johnson in the orange factory Porsche 911. The other 911 team car, driven by Milt Minter, was next, followed by Don Pike's Porsche. Minter was first away but Dittmore showed the potential of the TR-6 by passing him on the straight during the first lap.

Dittmore held the lead for four or five laps but Don Pike was charging hard, passed the factory Porsches and then got by the TR. The fuel-injected TR-6 engine had mysteriously lost a few essential rpm's at the top end, slowing Jim down a bit. As he continued to dice with Pike, Pike spun in some oil and had to retire, leaving Jim a small lead over Alan Johnson. Johnson now had a slight speed advantage which he put to good use, passing Dittmore after a five-lap battle. Trying to catch Johnson, Dittmore put #8 off course in turn two and had to settle for second. As a first outing for a new car, the race was highly satisfactory and Jim bettered his TR-250 record by 4 seconds.

The third car in the Kastner stable is Lee Mueller's Spitfire Mk 3. Lee began the FP race in the lead but blew the engine and retired. Jerry Barker, in his new Mk 3, took over and scored a convincing first. Don Devendorf took his first step toward another National G Production championship by winning the G event.

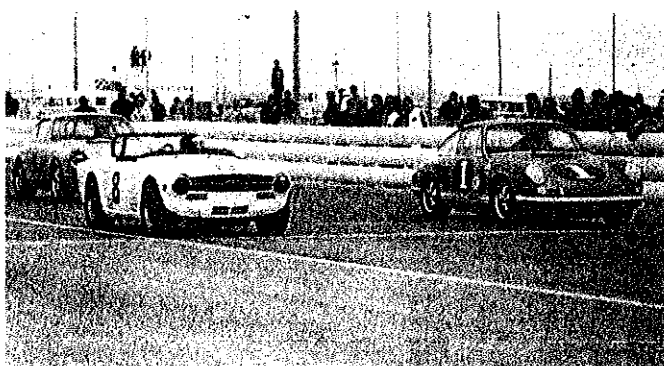
Racing noises will be heard from other parts of the country soon . . . it looks like another good year for the TR drivers.



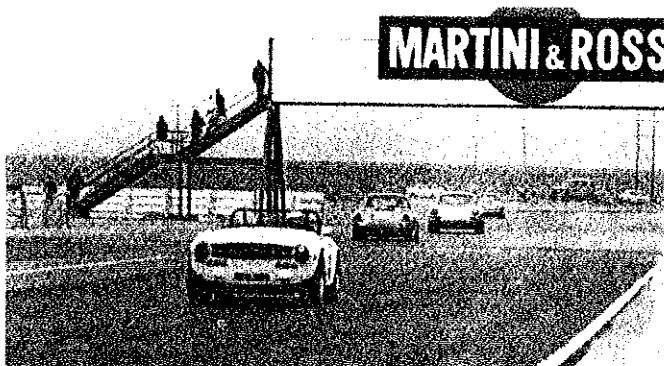
Green flag, blue starter. Waving off the E Production and B Sedan race at Las Vegas, the starter is bundled up against the wintry weather. Competition was hot.



Vegas win for GT-6+. Kas Kastner waves the flag as Carl Swanson prepares to take the victory lap.



Waiting for the flag. Jim Dittmore and Alan Johnson prepare for the CP race.



TR-6 leads. Jim Dittmore charges down the pit straight ahead of Milt Minter. Light-colored 911 is Don Pike's. Eventual winner, Alan Johnson, is in background.

JUNK YARD TOUR

Ten British cars and their owners made this trip on a perfect day in May. Everybody saw or bought something they never had seen before.

We all appreciated Johnny showing us his thirty plus year collection of everything that was ever used to promote the sale of gasoline. The meal at Garden City was great. Guthrie said it was the best hamburger of his life, so he had two. Ice cream anyone.

The two antique stores were a joy for the boys. I hear more than once the words Guy Stuff.

We ran a little short on time at Hutchison's due to our shopping and Bob had a graduation to go to. But some said they were going back. Don't forget you tick spray.

If you didn't make this trip you missed a good time and great day to drop your top. Hopefully we will see you at the Wabash Birthday Bash. The Woody's, Birks, and Edwards

WABASH CRUISE AND BIRTHDAY BASH (NOTE TIME CHANGE)

On June 26 we will meet on the Liberty Town Square at 5:00 PM for the new Town Square Cruise Night. Yes the cruise is back! So let's show our support and our cars before we go to the 60th Birthday Bash for Richard at the Wabash BBQ.

We will drive *sixty* in our *sixties* type cars while listening to *sixties* music on the way to the Wabash in Excelsior Springs at 7:00 PM. At the Wabash we get to hear the blues band Missouri Southern while enjoying ribs and beer...which is about *sixty* grams of fat/serving. Diet the week before and bring your sun screen for a fun evening.

To get to the Town Square: Take the Hwy. 152 exit off of I-35 and go straight east. If you see William Jewel College, turn around.

Please RSVP to Richard & Ann Woody: sailor56@peoplepc.com or call 816.628.4154

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2004 VTR National Convention Update
July 14 through 17, 2004
Richmond, Virginia
Check out the website at www.vtr2004.com

This is the latest in a series of updates highlighting the 2004 Vintage Triumph Register National Convention, Wednesday, July 14 through Saturday, July 17, 2004, at the Richmond Sheraton West Hotel in Richmond, Virginia.

Hotel Update: Due to the demand for reservations at the Sheraton Richmond West Hotel, we've added additional blocks of rooms at the nearby Holiday Inn (\$77 per night plus tax) and Embassy Suites (King \$109/night; Two Doubles \$129/night, plus tax.). Reservation information for the Sheraton, Holiday Inn and Embassy Suites is posted at www.vtr2004.com.

Early Registration By June 1: Convention registrations postmarked by Tuesday, June 1 get a \$10 discount and a free VTR 2004 cap! Haven't made up your mind? Register on-line or by mail right up to the opening of the convention. We'll even accept walk-up registrations at the convention up to 6 p.m. Friday, July 16.

Get Ready For The Auction: We've hired professional auctioneer Barry Cole for this year's VTR convention auction. Mr. Cole has extensive automotive auction experience, and we hope the auction will be one of the highlights of this year's convention. Start getting your auction items together today!

Optional Tour Update: As an "add-on" for the ladies (and any interested gentlemen), we have arranged a special visit to Agecroft Hall on Friday, July 16th. Agecroft Hall is a beautiful English Tudor Estate which was originally built in Lancashire, England in the late 15th Century. In 1925 it was dismantled and reassembled here in Richmond. Join us for a guided tour of the great rooms of Agecroft Hall, followed by a walk through the gardens to the terrace of Virginia House for Afternoon Tea. Conclude your visit with a tour of the great rooms of Virginia House. The Tea and Tour is available for \$25. Reservations may be made at the VTR 2004 Registration Desk upon your arrival.

"Spirit of Triumph" Award: The Vintage Triumph Register 2004 Convention Committee is honored to announce that Richard Sharp of Rimmer Brothers has established a one-time award to be presented at this year's convention. The award will be presented to the individual that Mr. Sharp believes to best represent the spirit of Triumph ownership. This award is intended to recognize long-term devotion to the marque and will be determined by length of membership in VTR, convention attendance, and the daily use of a Triumph. Other criteria include a high degree of visibility on the local, regional, and national levels including offices held, technical expertise and the willingness to share that with others, thoughtfully executed upgrades to his/her automobile, and the giving of oneself to help other TR owners. If any VTR Chapters or Zones have a member(s) who they believe should be considered, they are encouraged to forward those nominations, along with supporting testimony by e-mail! to info@vtr2004.com, or by mail to VTR 2004, PO Box 3876, Richmond, VA 23235. The members of the VTR 2004 Convention Committee will consider all of the nominees and select a list of finalists. The finalists will be interviewed at the 2004 convention by Mr. Sharp, and the person he selects as most deserving will be announced at the Awards Banquet. Attendance is a prerequisite to consideration, and all nominations must be received no later than July 1, 2004.

Check www.vtr2004.com for regular updates. For more information, contact the Richmond Triumph Register at 804-746-9409 (voice or fax) or e-mail us at info@vtr2004.com.

Expect more in 2004!
See you in Richmond!

Here's the calendar for 2004. As usual some dates, Person Of Contact and locations may change. If you are a POC for any of the Events listed which do not have detailed information, PLEASE e-mail or call me so we can get everything up to date for the whole year. Contacts are listed in the Roster and everybody always appreciates an RSVP. The calendar will be updated every Newsletter.

KANSAS CITY TRIUMPHS EVENTS 2004

- | | | |
|---------------|--|---------------------------------|
| June 3 | <u>CLUB NIGHT OUT</u>
O' Leary's Pub
91 st and Metcalf 6:30 PM (Hope the AM didn't fool anybody)
(Same location and time the whole year) | POC Jeff Givens
Paul McBride |
| June 6 | SCCA Regionals
At Heartland Park, Topeka. Mention Prather Racing at the gate
and your British car will be admitted to the paddock area. | POC Charlie Hoch |
| June 7 | Hot Rod Power Tour
At Osage Beach. | POC John Maas |
| June 11/12/13 | Maas (Madness) Mystery Tour
Cancelled until sometime in the Fall. | POC Guess Who |
| June 26 | Wabash BBQ and Cruise Night
Info included in this Newsletter. This is always a great event and
well attended, don't miss it! | POC Richard/Ann Woody |
| July 1 | <u>CLUB NIGHT OUT</u> | POC Jeff or Paul |
| July 6/7??? | Heartland MG Regional | POC Steve Olson |
| July 14/17 | VTR National Convention
Info included this issue. | POC Jeff Givens |
| July 17/18?? | Crown Center Car Show
Good Hot Fun!! And we get paid for showing up. Will e-mail when
they get in touch. | POC Woody Underwood |
| July 31 | T-Bones Baseball
A new one for the Club but supposed to be a lot of fun and we can
picnic! The field is out by the race track so most of us can consider
this to be a road trip (Or a good chance to visit Cabela's) | POC The Lymans |
| August 5 | <u>CLUB NIGHT OUT</u> | POC Jeff or Paul |
| August 14 | Not-A-Pool Party @ The Edwards'
Well, they finally got into their new house out in the woods, but no
POOL! But there will be BBQ. They live way south so most of us
can consider this to be a road trip (Or a good chance to visit
Arkansas) | POC The Edwards |
| August 25 | Grudge Night @ KCIR (Drag Racing)
It's her birthday party. | POC Ann Woody |
| Sept. 2 | <u>CLUB NIGHT OUT</u> | POC Jeff or Paul |

- Sept. 4/5 THE ALL BRIT AT THE AIRPORT POC David MacIntosh
No rain this year, OK?
- Sept. 13/17 SCCA Solo II Nationals POC Charlie Hoch
Autocross at it's best and admission is free. Forbe's Field/Topeka
(Next to Heartland Park)
- October 3 Lawrence Car Show POC ???
At the Fairgrounds.
- October 7 **CLUB NIGHT OUT** POC Jeff or Paul
- October 9 Fayetteville, Arkansas All Brit POC The Birks
Supposed to be better than ours...hmmmm.
- October 16 The Chili Party POC Woody/Holly
We're moving it to a more traditional time this year, everybody
please come, we have a lot of fun. And always bring more
chili...we ran out AGAIN last year!
- November 4 **CLUB NIGHT OUT** POC Surprise host!
- December Progressive Dinner POC TBD
The feast(s) will be held south of the river this year and we need
hosts, hopefully some new ones.

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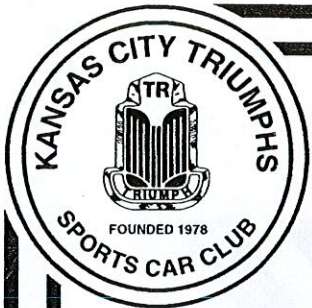
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ALL BRIT INFO INCLUDED

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TRIUMPHS
SPORTS CAR CLUB**
Volume XXVI, Number 4
August/September 2004

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HOT FUN IN THE SUMMERTIME TURNED OUT TO BE PRETTY COOL DIDN'T IT...

EDITOR'S NOTES:

And isn't it grand, I've put more miles on the Brown Rat than any year past I can remember. Hope this weather holds up all Summer long but I won't take any bets on that happening. We know what goes at the All Brit, hot and always a spot of rain. (Registration form and info included in this Newsletter)

I'm sure many of you have been getting reports and pictures from our fellow members Jay and Laura Smith. Sounds like they are having quite an adventure in England, Europe and points South (Africa). We missed them by two weeks in Paris which was too bad as we'd had also been to the same café shown in some of their pictures.

An event not on the calendar ended up drawing quite a few Club members with only an e-mail from Mr. Macintosh. The Great Race made a stop in old Overland Park and about a dozen of us showed up, got to see some fine old DRIVING cars, have a little food and drink and chat a bit.

Holly and I got back from Europa safe and sound. We had a wonderful trip, the weather was perfect and no traffic or staus (Traffic jam). Only got the new Bimmer up to 130mph (No 155, it was limited to 5000rpm under break-in) but fast enough and perfectly safe thanks to good German drivers, autos and Autobahns. Holly's ready to go back...but to Spain next trip. If anybody in the Club is considering a European automobile (As a second car, of course), I highly recommend European delivery. Saab, Volvo, Mercedes all do basically the same venue as BMW. You save money and get to drive the cars at speeds and on roads they were designed for. Also get a pretty good vacation thrown in for the savings!

Everybody drive safely, keep cool and we'll see you soon...at the All Brit. (Let's show up in force and show em' we care, they were there for us last year but unfortunately so was the rain)

Woody

PAST EVENTS

LIBERTY CRUISE NIGHT AND WABASH BBQ:

This was my first outing at this event and it was very worthwhile. Lot's of interesting cars, not all of which were hot rods. Surprisingly quiet with a great bunch of fellow car nuts and no burn outs (At least not while the Club was there).

From Liberty Square we (Being about 12 Triumphs) took off to Excelsior Springs on some excellent backroads planned out by our birthday boy Richard Woody (Who I guess is now Woody One since he's older than me). We arrived at the Wabash BBQ under threatening skies and an extremely full parking lot...little did we know that one of the most popular COUNTRY bands in the area was playing that night (Hey, they were good and the crowd was super). Although expecting BLUES, we got our ribs, beers and crashed the MG Club's tables. (They were too woosie to complain) We proceeded to enjoy an evening of fine CW, great food and many excellent pitchers of Bud! The rain held off and the weather was perfect but cool. Here's some words from Richard:

"I would like to thank everybody that came for the thoughtful cards and gifts. Ann and I sure had a good time, we hope that the rest of you did too. I bet it was the first Country Western Blues band most have heard".

Richard and Ann

T-BONES BASEBALL:

OK, I know you're getting this after the event...so fill in the blanks or circle the correct answer. This might be part of a Trivia Contest at the Annual Dinner...you never know.

On August 1 ___ members of the KC Triumph Club attended the KC T-Bones baseball game.

___ Triumph cars were driven to the event.

The oldest was a: _____

The weather was: HOT COOL

Karen Lyman had a tan: YES NO

The T-Bones won: YES NO

The score was: ___ ___

The T-Bones played the: CANARIES SALTDogs RAILCATS

Bernie drove a: _____

Woody drove a: _____

How many home runs were there: ___

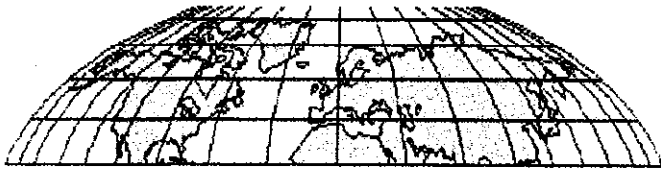
A good time was had by all: YES NO

Bring this with you to the Annual Dinner and you might win something...you never know do you?

From the Director

After all of my planning and foreseeing the future, my trip to the VTR this year had to be cancelled. And instead my "road trip" truned into a business trip in the TR3 that went from Kansas City to Des Moines to Davenport Iowa and back to Kansas City. Way too many bugs on the windscreen! Not much of a replacement for my missed VTR, but it will have to do. The car performed well on the trip. We all had a great time watching the T-Bones baseball team play this past Sunday. We got to park our cars in the front of the stadium, like all the big spenders. Or course it was hot! After the game many of us went to eat dinner at Daves Barbecue right accross from the Nebraska Furniture Mart. It is a great place to go and a spirited time was had by all. It was much cooler in Dave's than at the game! Thank you to the Lyman's for setting this up! If you were not able to join us, then try to attend the next event as soon as you can. Happy Motoring! Jeff Givens

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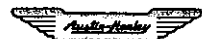
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MIDGET MUMBLINGS from Steve Olsen

Liberty Missouri holds a cruise night on the town square the last Saturday of the month throughout the summer. Last night was the first one I have attended. To my great surprise and delight I found 400 or more great cars and cycles displayed all around the square and for a couple blocks each way on all the streets radiating outward. All public parking lots in the area were full also. Though most of the cars and cycles were of American origin there were other countries represented as well. British auto maker's creations were limited but in addition to my MG Midget there were new Minis, Deloreans, Cobras, and possibly more that I missed seeing.

And everyone was having a great time admiring each others' cars and visiting with friends old and new. There was even a live band playing decent music. I noticed that there were no car hauling trailers parked anywhere near and that these cars all had a few bug splats and stone chips indicating they had been driven to the show. And nobody was picking lint out of the carpets or polishing the already sparkling paint or smearing dressing on the tires or any of the activities we normally see at our car shows. True, most of these cars were not daily drivers since their paint work is far too valuable to expose to parking lot door dings and many would gulp several dollars worth of high test making the short run to the store to pick up a loaf of bread. But they were driven out of their garages to this event and some proudly wore banners proclaiming they had participated in long distance driving events. No two cars resembled each other with the owner's creativity and ingenuity taking the forefront.

All this with no entry fee, no judging or voting, no competition for awards, no apparent organization whatsoever. Local law enforcement members were visibly present just in case somebody was tempted to show what all those horses could do to a pair of tires but mostly they were also just admiring the cars. Two, three or more generations of gear heads strolled the area commenting on all the shiny metal. It was a wholesome family outing.

Are events like this the competition that is siphoning off the crowds from our traditional car shows? They sure seem to be attracting more cars than we do.

Don't get me wrong, I love the Kansas City All British Car & Cycle Show, the Heartland MG Regional, John Twist's and the Roadster Factory's summer parties, Carthage, Fayetteville, Memphis, New Orleans and all the other formal British car shows we have attended and I will continue to support them. But if you want to try something much more relaxed and effortless, drive your car to a local cruise night. The next one in Liberty is August 28th and I sure plan to be there. That is just a week before the All British and would be a good excuse to get that British iron dusted off and ready. The official start time is 5:00 but be there at least an hour early if you want to get a decent parking spot.

"A" type overdrive repair and trouble shooting!

Last Sept. we were returning from the Brits in the Ozarks show in Arkansas, when the Cranshaft came in two about 75mph. Luckily it did no serious damage to the block, so I have been working the last 10 months doing a complete engine rebuild, front brakes, and.....rebuilt the tranny.

I wasn't going to touch the transmission since the only problem was a first gear that was a bit ragged, but I noticed the solenoid casting on the O/D was cracked when I was getting ready to put it in the car so decided to rebuild the tranny, and put in a new casting on the O/D. That's it, nothing else, because I don't know diddley about O/D's.

Thanks to Paul McBride, Gary Davis, and Charlie Hoch for building my confidence to try the rebuild. Rebuilding the transmission was straight forward, and I didn't have any problems. Reassembled the car started the motor, fixed the oil leaks and went for a test drive. The transmission never was smoother, however, the O/D refused to work. Ran the quick test from the Laycock manual and couldn't find any reason for the O/D not to work.

Since I didn't want to take the car apart again, I got on the net and started looking for help. I found some quick tests from Moss Motors (All of which said the O/D should be working, or take it to a specialist). I then found a terrific manual written by Nelson Riedel on the "A type overdrive". The manual was in 5 sections and told how to completely disassemble and reassemble the Overdrive. After reading the manual, I decided that I could do some "non rocket scientist" checking and see what I needed. I ordered a pressure guage, and following the steps in the manual tracked down the "variety" of problems associated with the O/D not working. It must have been on the edge of failing when I took it apart to replace the casting, and when I reassembled it to the transmission using the Lacock description of Long springs on the outside, short on the inside, that was the straw that caused the O/D to quit working.

I decided to pull the transmission, put it on the bench and do the testing correctly. To make a long story short, 6 of the 8 springs were in the wrong place since I went only by length, and mine had changed length just like described in the manual. The O/D was only putting out 300 psi (should be at least 370psi), and not holding pressure when turned off, which meant it was leaking badly inside. I put in new balls with new springs, reset the seats, 8 new springs from Victoria British, and added (3) fender washers under the accumulator spring to bring the pressure up to 370# on the bench and 400psi in the car. The pressure held fine, and the O/D shifted with air pressure just like it was supposed to. I reassemble the O/D to the tranny, filled it with Redline synthetic oil, and put the car on the street for a test. The O/D worked perfectly!! I thought anyone contemplating an Overdrive rebuild would like to know of the manual. It was clear, concise, full of pictures and easy to follow.

Then there's the problem of what kind of oil to put in the O/D-Tranny. Almost no one agreed with the early TR and Laycock manual recommendations. I did quite a bit of research, and nearly everyone said to go "synthetic", so I checked with Redline and Moss and ended up with the Redline 75W90NS which has no extra additives that can mess up the O/D.

I had a spare TR3 tranny that had a better first gear than was in my smallmouth, so disassembled it and took out the 1st gear. That left me with an excellent guide to see how the tranny is supposed to go back together. I've left the old tranny disassembled on the shafts, so if anyone wants to tackle rebuilding their transmission, I'll be happy to loan you my tranny for awhile to use as a guide to be sure everything goes back in the correct order, and faces the correct direction. Well, I've rambled a bit, but I hope this will be helpful if you decide to do a tranny, overdrive rebuild. Trumpy hit the pavement last Sunday, so hope to see you all again soon.

Larry

www.buckeyetriumphs.org Go to Technical then Overdrive. There are 5 sections. Get them all. There's a lot of other Tech help on the Buckeye site, so take a minute to look it over.

www.geocities.com/jholekamp/index.html James offers the gauge for sale I used to pressure test the O/D. Works Great!

www.tr6web.com/Documents/tr6/odgauge.html How to build your own gauge if you want to save a few dollars.

www.mossmotors.com Go to Technical Tips, then to TR2-4, then to Overdrive information

www.geocities.com/baddogracing/odcheck.html Good trouble shooting article

www.mgcars.org.uk/news/news363.html I know, it says MG, but I was desperate!

www.canleyclassics.com Go to the information database, then Overdrives (Check out the Macau Spitfire!!)

Mark your calendars NOW for the 3rd ANNUAL

BRITS IN THE OZARKS ALL BRITISH CAR & CYCLE SHOW

FOR THE BENEFIT OF MDA

October 9, 2004

We are very excited to announce that as a special treat this year, writer & racer BURT S. LEVY, author of THE LAST OPEN ROAD, MONTEZUMA'S FERRARI and more, will be joining us for the show! Burt will be hanging out at the show, awarding a special trophy, and sharing a few words with us at dinner after the show.

The British Iron Touring Club of Northwest Arkansas extends an invitation to all British Car and Cycle enthusiasts, their supporters, fellow enthusiasts, and all assorted hangers-on, to participate, so spread the word.

Our first year, we raised \$8,500 for MDA. In 2003, thanks to your generous support, we were able to raised \$16,000!!! Please help us beat that number this year! No one deserves it more than these folks.

After paying expenses, all entry fees and dinner & concession collections go directly to MDA. Our club treasury receives nothing from this show.

We are going to add a new feature this year. If you need to clean your garage of the "spares" you've accumulated over the years, or you have ANYTHING relating to the enjoyment of our hobby that you're ready to part with, bring your stuff to the show! Sell it at the show, and donate the proceeds to MDA. This is a great opportunity to clean your garage, and get a deductible receipt for your taxes!

MARKET

**Bonhams Auction at Goodwood
Chichester, England**

June 25

**1980 Triumph Spitfire 1500
two-seat convertible**

Mustard yellow with black upholstery.

Luggage rack with spare tire mounted. Left-hand drive. 1500-cc, 71-hp four-cylinder, four-speed. Here's where the fun starts:

According to the auction company, "At the time of cataloguing the starter motor



was removed and had not been located, but it is hoped that the car will be running by the time of the sale. Following a period of museum display in Holland we advise careful recommissioning before use."

Sold at \$3,782

Spitfires are harmless cars, except for the tendency of the early models, due to their cheap and ineffective independent rear suspensions, to flip over under hard cornering. But just what are you buying here? A car that is missing its starter motor (why?) and has been stored in a museum (for how long?). Buying this car wasn't a terminally stupid move, as it doesn't cost much to fix nearly anything on Spits. But it was no great bargain.

—KEITH MARTIN

KANSAS CITY ALL BRITISH CAR & CYCLE MEET
LABOR DAY WEEKEND, SATURDAY & SUNDAY, SEPTEMBER 4 & 5, 2004

LOCATION

We return, this year, to the KCI Airport Marriott hotel. Grass field, great facilities, good hosts.

RESERVATIONS

Room rates are \$64.00 for 1 or 4 people. Call 800-810-2771 for room reservations. 6 August is the cut-off date for this rate

AWARDS

Trophies will be awarded after the popular voting has been tabulated.

SOUVENIR APPAREL

Top quality, 100% cotton T-shirts, silk screened with the All British art work are available at the regalia tent for \$12 each. One T-shirt is included in the registration fee if your form is postmarked by 24 Aug.

VENDORS Space for local and national vendors is available. One vehicle per slot, please. Additional vehicles may be displayed for \$10 each

A Austin-Healy 100 4, 6, 3000	K TR 4, 4A, 250	Q Land Rover
B Austin-Healy Bugeye Sprite	L1 TR 6 1969-73	R Lotus
C1MGA 1500	L2 TR 6 1974-76	S Sunbeam
C2MGA 1600 MkII & Twin Cam	M Spitfire & GT 6	T Rolls Royce / Bentley British Saloons
D MGB/C chrome bumper	N TR 7 & 8	U British sports
E1 MGB rubber bumper 74-80	O1 Jaguar Sports pre 88	W British race
E2 MGB LE	O2 Jaguar Saloon pre 88	X British Cycles
F MG T series	O3 Jaguar 89 & later	Z AC / AC Cobra
G MG Midget / A-H Box Sprite	P Morris / Austin / MG Sedans & Minis	PC photo contest
H MGB GT / MGC GT		Guest Marque: Italian Cycles
J TR 2 & TR 3		Guest Marque: Italian Sports

Registration Form Please send to: Kay Gamble, 13821 S. Walnut View, Olathe, Ks. 66061
 Checks should be payable to K.C. All British Car & Cycle Assn

Fees

First car - \$25 _____ Additional cars - \$10 each _____ Totals _____
 First motorcycle - \$15 _____ Additional cycles \$5 each _____
 Swap / vendor - \$20 _____ Additional vehicle \$10 each _____

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

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

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

Hold harmless Agreement

Owner voluntarily enters his/her vehicle in the 2003 All British Car and Cycle Meet, it is agreed as follows: (1) That owners will insure their vehicle against loss, damage, and liability. Proof of such insurance, being in full force and effect, shall be provided to the All British Car and Cycle Assn. And the Marriott Hotel. (2) That owners do, hereby, agree to indemnify and hold harmless The Association, the Marriott Hotel, and their agents or assigns, for any act or omissions which may result in the act, damage, destruction, or injury occurring during, or as a consequence of this event. (3) The owners, in attending this event, does so voluntarily and agrees and assumes the risk of any and all damage to their vehicle or personal injury.

Owner's Signature _____ Date _____ Insured with _____

Schedule of Events

Saturday, September 4

Shop with Vendors, Registration available from 2pm until 4pm in hospitality room.

Evening (about 5PM) dinner run road rallye -- Cash prize for first place and awards for 2nd and 3rd.

Sunday, September 5

8AM - 12 noon Registration
 10am - 12 noon Peoples choice voting
 3pm Awards presented in Hospitality room

Here's the calendar for 2004. As usual some dates, Person Of Contact and locations may change. If you are a POC for any of the Events listed which do not have detailed information, PLEASE e-mail or call me so we can get everything up to date for the whole year. Contacts are listed in the Roster and everybody always appreciates an RSVP. The calendar will be updated every Newsletter.

KANSAS CITY TRIUMPHS EVENTS 2004

- | | | |
|-------------|---|---------------------|
| August 1 | T-Bones Baseball
A new one for the Club but supposed to be a lot of fun and we can picnic! The field is out by the race track so most of us can consider this to be a road trip (Or a good chance to visit Cabela's) | POC The Lymans |
| August 5 | <u>CLUB NIGHT OUT</u> | POC Jeff or Paul |
| August 14 | Not-A-Pool Party @ The Edwards'
Well, they finally got into their new house out in the woods, but no POOL! But there will be BBQ. They live way south so if you've not been there before best call for directions. Show up @ 6:00. | POC The Edwards |
| August 25 | Grudge Night @ KCIR (Drag Racing)
It's her birthday party. | POC Ann Woody |
| Sept. 2 | <u>CLUB NIGHT OUT</u> | POC Jeff or Paul |
| Sept. 4/5 | THE ALL BRIT AT THE AIRPORT
No rain this year, OK? | POC David MacIntosh |
| Sept. 13/17 | SCCA Solo II Nationals
Autocross at it's best and admission is free. Forbe's Field/Topeka (Next to Heartland Park) | POC Charlie Hoch |
| October 3 | Lawrence Car Show
At the Fairgrounds. | POC ??? |
| October 7 | <u>CLUB NIGHT OUT</u> | POC Jeff or Paul |
| October 9 | Fayetteville, Arkansas All Brit
Supposed to be better than ours...hmmmm. | POC The Birks |
| October 16 | The Chili Party
We're moving it to a more traditional time this year, everybody please come, we have a lot of fun. And always bring more chili...we ran out AGAIN last year! | POC Woody/Holly |
| November 4 | <u>CLUB NIGHT OUT</u> | POC Surprise host! |
| December | Progressive Dinner
The feast(s) will be held south of the river this year and we need hosts, hopefully some new ones. | POC TBD |



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R3A TR3B TR4 TR4A TR5 TR250 TR6 TR
R8 Spitfir TR3A TR3
R4 TR4A
T6 Stag
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R6 TR7 TR8 Spitfire GT6 Stag TR2 TR
R3A TR3B TR4 TR4A TR5 TR250 TR6 TR

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

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**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**
Volume XXVI, Number 5
October/November 2004

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Annual dues are \$15, payable to "KC Triumphs".
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THE YEAR WINDS DOWN AND THE ALL BRIT IS A SUCCESS!

EDITOR'S NOTES:

I like the Kansas City All British Car and Cycle Meet. Unfortunately we couldn't do Saturday due to an out of town guest, but reports are that the KC Triumph's rallye was a big hit with around 40 cars participating. Thanks again to Mr. MacIntosh for the ice cream on Sunday!

I hear every year about how it's not what it used to be. Times change folks. Autocross is out of the question due to our wonderfully litigious society, banquets are expensive and good guest speakers are hard to find...they also all seem to want \$\$\$ now. There's also the ever popular "why should I pay 25 bucks to sit in the hot sun all day?" Well, for me it's a chance to meet with other enthusiasts I only get to see once a year and there's always a few not seen before and interesting cars to look at. It has become a tradition worth hanging on to.

As everybody knows by now, I've been there, done that with the All Brit as have a lot of our members. It's a big job and burn-out is easily achieved...but it just keep's on truckin'...or sportin' I guess. If you know somebody who helped put this years event on and haven't thanked them for all their hard work, please do.

We also missed the Edward's "Not A Pool Party" which was very well attended. They have one cool place out in the woods, don't they? (We were way out West introducing the new Bimmer to American roads...and you CAN drive 130 mph in the U.S. if all the cops are in Sturgis).

Please check the Calendar for upcoming stuff. Hope to see you at Club Night Out and The Chili Party at our place October 16th...5:00 PM this year.

Woody and Holly

Directors Notes:

I thought we had a great turnout for the All British Rally with the final ending at the High Noon Saloon in Leavenworth. I do not believe anyone got lost for very long and all had a good time. Thanks to all who helped make that event a success. The route was long and for some folks it was "really" long, but all made it in good time with no serious breakdowns. The dinner evening was good and the British videos of victories and events of the past were very entertaining and brought out lots of good conversation. I believe we were able to prove beyond a shadow of a doubt that Kansas is not flatter than a pancake and roads with no lines can be valid high speed touring routes for British cars. There are plenty of those roads available! I would like add a note of safety to all. A few weekends ago I was at a high school reunion in the Booneville/Columbia area in my TR3. My typical road speeds on the highway range between 70 and 80 mph. My car runs best at those speeds on the highway. It was late in the evening when I began to head back to KC. I was in the left hand lane passing two tractor trailers when my car began to feel slightly unstable and I heard a very slight strange noise. I slowed immediately and the noise got very loud. The inner tube on my left rear tire had literally blown itself out of the tire! The stem was gone and the inner tube was ripped right down the center like a knife had sliced it. Upon further investigation after the ruined tire was taken off of the rim, I found little plastic and in some cases paper labels stuck to the inside of the tire and rim. These are the typical safety labels and air pressure directions, etc. As near as I can tell, the rubbing of the inner tube against these labels caused enough friction to burst the tube. Ray Overton has had exactly the same thing happen to him (but not at high speed). My tires have been mounted for more than a year and I thought that I was safe! Also, finding out the right mix of air pressure for the wire wheel, tubeless tire with tube combination that so many of us have has been a challenge. What is the right pressure for the weight of our cars and tubeless tires with tubes? I am getting lots of variety! I will find out more, but in the meantime, make sure that your tires are safe. Have them taken down and get all of the labels removed from the inside. No matter how well intentioned those labels are, I believe they had something to do with my tire problem. More to follow on this issue! In the meantime as we move towards the fall months I encourage everyone to participate in any all of our remaining events before the winter sets in. I look forward to seeing you all!

Jeff Givens

Subject: 1956 MGA for sale

Date: Mon, 06 Sep 2004 17:37:38 -0500

From: David Perkins <perkins5@iland.net>

To: wunderwood@kc.rr.com

Woody, please put the following add in the newsletter. Great Winter Project. 1956 MGA 1500 series. Engine ready to reassemble. Trans rebuilt. Body ready for primer.. Nearly all parts for restoration except new top. Black leather interior; front and rear sway bars. Son in law school. Need to sell. 5,500. perkins5@iland.net or perkinsd@mvcaa.net. 1-660-831-1818. Thanks, David Perkins

**KANSAS CITY ALL BRITISH CAR AND CYCLE MEET
TRIUMPH/JAGUAR 2004 WINNERS**

Class J: TR2/TR3

Larry Birks
Terry Davis
John Cochran

Class K: TR4/4A/250

Jack Edwards
Mark Canaday
Pat Fischer

Class L1: TR6 1969 – 1973

Kathy Kelly
Roger Baugher
Greg Virant

Class L2: TR6 1974 – 1976

Robert Ballard
Chad Jester
Roy Wyatt

Class M: GT6 & Spitfire

Bob Weddington
Kenneth Raines
Roger Elliott

Class N: TR7/8 & Stag

Joe Henning
Richard Woody
Steve Olson

Class O2: Jag Saloon Pre 1988


Bill Watkins
David Mackintosh
Terry Shinkle

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MOTORS

BILL KANE

Bill Kane was a good friend of mine and not necessarily through my long association with BMW automobiles. What the following article from the Roundel magazine neglects to mention is that Bill was heavily involved with the Triumph Sports Owners Association, which evolved into the Vintage Triumph Registry. He raced Triumphs on the continent, England and America. I proudly display his well-worn TSOA grill badge on my den wall. Every time we met at a BMW gathering the talk usually went quickly to British sports cars in general and Triumphs in particular. The vintage magazine articles and press releases which show up in our newsletter from time to time come from his collection. He was truly an extraordinary individual as the article points out.
Woody Underwood

With Bill Kane gone, an era has passed

William R. Kane, Jr., has died.

Bill Kane, along with his then-wife Marcia, was a founder of the Patroon Chapter in New York, was president of the chapter, served as our North Atlantic Zone governor for a number of terms, and was granted life membership in the BMWCCA. Bill, who was 75—or 73, he said, or sometimes 71; we figure he lied about his age to get into the Navy!—ended up as a lieutenant JG on the *USS Saratoga*, where he was the Atomic War Research Officer. Bill was also a member of the Sports

Car Club of America, the International Motor Sports Association, and secretary for the board of directors of the National Arthritis Foundation. Always involved with motorsports in some way, he sold cars, worked on cars, was the owner of Bill Kane Imported Cars, wrote a motor-racing column in the *Schenectady Gazette* for decades, and for over twenty years hosted a local television show on motor racing. If it had to do with motor racing and you could drive it, write about it, or take pictures of it. Bill Kane was the man for the job.

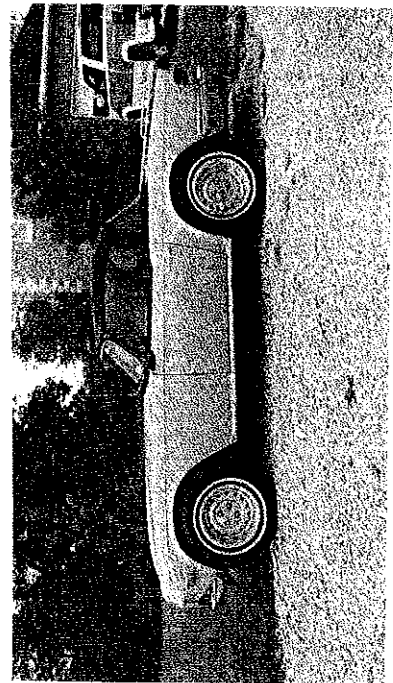
Bill pretty much looked the same for the quarter-century that I knew him: tall, incredibly thin, constant smile, cigarette burning all the time, lots of nervous energy, and up until the moment of the heart attack, going strong. One of the last of a breed of racers active from the 1950s through the 1970s, Bill was introduced to road racing in Naples, Italy, in the 1950s and never looked back. He raced stock sedans in England and was a member of the Ferrari team in the 24 Hours of Le Mans. He was a member of the Cooper team in England and also the Maserati team in the Targa Florio. Back here in the Colonies, he raced for many years in the SCCA and in IMSA. As he always had a garage full of BMWs in a variety of years, models, and conditions, you never knew what Bill would show up with at a CCA event: E12 *Finfer*. Sixer coupe. 2002. Bavaria—even a BMW 700 once!

BMW CCA is poorer for his loss, and anyone who knew Bill or had any kind of regular contact with him will miss the man.



By JOE CHAMBERLAIN
jchamberlain@
roundel.org

**You never
knew what
Bill would
show up
with at a
CCA event.**

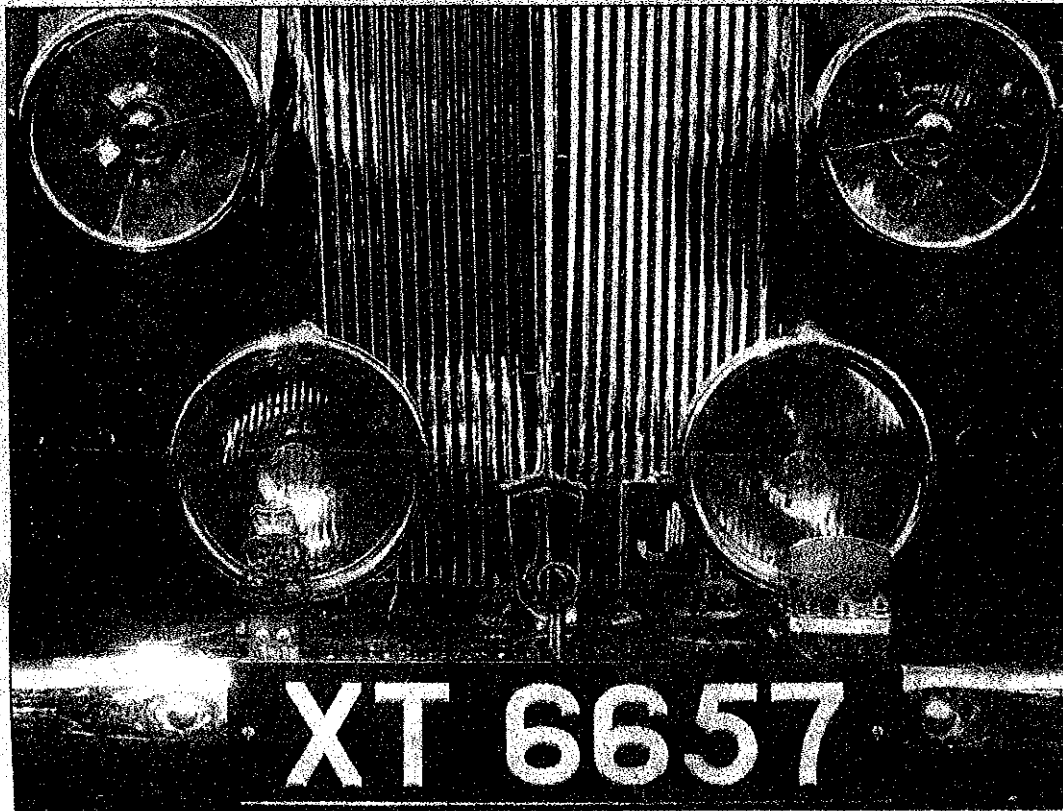


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DAVID KNOFF/Dispatch Tribune

British invasion



Richard and Ann Woody (above) say people often are unsure what kind of car the Woodys drive. Some think the car is a Honda. That's until the V-8-powered, 1980 Triumph TR-8 takes off. In its day, the English car was second only to a Corvette in acceleration. A 1954 Triumph Renown limousine (left) presented an elegant image at the All British Car Show Labor Day weekend at the Kansas City Airport Marriott.

DAVID KNOFF
Dispatch Tribune

Car show includes Liberty couple's rare Triumph

By David Knopf

davidknopf@dispatchtribune.com

When people see Richard and Ann Woodys' teal sports car, they're not sure what it is.

And who could blame them?

Triumph, the English automaker, made only 2,500 of the futuristic, V-8-powered TR-8s in 1980. The wedge-shaped two seater was powered by an all-aluminum Buick engine that was so far ahead of its time a version now powers a

Land Rover sport utility vehicle.

"We drive it all over the Northland, and people think it's just another Japanese car," says Richard Woody, who exhibited the car Labor Day weekend at the All British Car Show at Kansas City Airport Marriott. "They think it's a Honda until it takes off."

The low rumble of the TR-8's twin pipes turns heads, as does its quick acceleration. In 1980, the car was second only to the storied Corvette in its ability to pin occupants to their seats.

The Woodys bought the car four and a half years ago in Oklahoma City. Richard paid \$5,500 and loaded it on a trailer for the trip back to Liberty.

But it was three years before he had any idea how it handled.

"This car has been totally rebuilt inside and out," says Woody, a forklift mechanic at the Claycomo Ford plant. "Everything's been apart, literally."

Woody did the work himself.

SHOW/Page A6 >>

SHOW: Liberty Triumph joins British collection

<< Continued from page A1

painstakingly going through every nut and bolt. The only work he farmed out was the paint job, which restored the TR-8s' original teal color.

The TR-8 is the Woodys' fifth Triumph. The couple started with a TR-6 and has since moved on to a 1978 Triumph Spitfire that Ann drives and two 1959 TR-3As, which Richard plans to restore into a single, show-caliber vehicle.

"They're both in progress," he says, laughing.

Richard Woody's been around Triumphs most of his adult life, although it wasn't until 1968 that he became a fan of the four-wheeled variety. While growing up in Athens, Ohio, he climbed hills on Triumph motorcycles. The companies shared the same nameplate but were unrelated.

"The name stuck with me," says Woody, who was introduced to Triumph cars by a co-worker. "I was working at TWA. My lead man had a TR-6. We went to church with him (St. Stephen's Lutheran Church in Liberty), and I always liked the car."

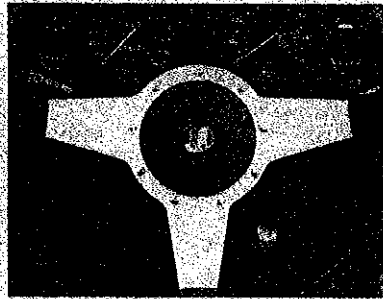
It was 18 years before the Woodys bought one of their own.

"You know, you come home," he says of the return to the Triumph name.

But the TR-6 was a far cry from the muscle cars Richard and Ann Woody grew up with. When the couple married, their car was a 1961 two-door Pontiac Catalina "Bubbletop."

"It's a hot car now," Richard Woody says.

His love of raw V-8 power drew him to the Triumph TR-8. The car has V-8 power — a sizable power plant in such a small car — and has been modified with a bigger carburetor and other muscle goodies to coax out more power.



Though 24 years old, the Woodys' TR-8 had a modern dashboard (above) and was equipped with power steering and air conditioning. Richard and Ann Woody bought theirs for \$5,500 four and a half years ago and rebuilt it from the ground up. An assortment of new and old Minis arrived at the All British Car Show. This 1974 Mini Cooper (right) featured a Union Jack on its roof.

DAVID KNOPF/Dispatch Tribune



"We're from the muscle-car generation," Woody says. "Americans can identify with a four-barrel carburetor. This is high-performance."

Woody, former director of the Triumph Club of Kansas City, has other vehicles at his disposal. He drives a Ford F-150 pickup to work and keeps a boxy reminder of his Athens childhood in the garage. The unusual little car is a 1963 King Midget, a car that was made in Athens and advertised in magazines such as *Mechanics Illustrated*. Powered by a nine-horsepower Wisconsin engine, it sold for \$650 new.

"It got 50 miles a gallon and went 50 miles an hour," says Woody, who drives the King Midget to a car show in Lathrop every year.

The car belonged to Floyd Klang, a former industrial-arts teacher and coach at Oak Park High School. When Klang died, no one was interested in owning the King Midget.

"He had a bunch of cars, and nobody wanted the King Midget," Woody says.

Car shows such as the All British show can be deceiving, he says, because people see only the finished products.

"The cars you see here that are shiny have all been rebuilt," he says. "We get them after people have had their fun with them and basically thrown them away."

That's where the hard work — and love affair — begins.

"Our kids are married, and we have grandchildren," Richard Woody says, "and this is basically what we do for a hobby."

William Jeanes: British Cars and Your Driveway

WILLIAM JEANES

Published Date: 8/23/04

The British motor industry of the last century achieved an adhesive reputation for building cars that leaked oil. You've heard most of the jokes this feat engendered, e.g. the small aftermarket container that nostalgia sufferers could fill with motor oil and affix to the underpinnings of their Miatas or MR2s. By design, the container leaked small amounts of oil on the driveway or garage floor. The stains not only recalled past Triumphs but also eased the guilt arising from buying a car that was bolted together properly. Black puddles on expensive concrete awakened a feeling known to everyone who has owned a British sports car: an unsettling conviction that England continued to retaliate for the Boston Tea Party.

Rumors that a similar contraption, a reservoir that dribbled termite droppings, was sold to former Morgan owners are amusing but unconfirmed.

Jokes aside, we now know the explanation for leaky mother-country sports cars. Material just made public by British Intelligence under provisions of the Official Secrets Act reveals that MGs, Triumphs, Jaguars—and lesser English brands such as Alvis, Riley, Humber and Wolseley—leaked oil because of corporate greed and misbehavior within the British gasket industry, transgressions heretofore hinted at only by Ralph Nader and people who live in shopping carts.

Knowing *why* a thing leaks is easy. Things leak because they have a hole in them or because uneven surfaces don't seal correctly. You could add more exotic explanations—such as a pressure differential that forces oil out of the crankcase onto the pavement. That, however, would require an engineer. Engineers had most of a century to explain the porosity of British cars, and they failed at their task.

Any product is only as good as the material a manufacturer puts into it, and nowhere is this truer than in gasket making. In the early 1900s, British and colonial gasket manufacturers by the score supplied the motor and defense industries. By the 1930s, a mere handful had survived, most of them headed by decadent aristocrats whose chief aim in life was the preservation of Royal Warrants and valets.

During World War II, most of the quality control experts charged with maintaining acceptable standards of gasket stamping were called into service. Gasket benchmarks suffered accordingly. By mid-century, the gasket industry, a critical Cold War component, was a hotbed of slapdash production methods aimed at maximizing profits and minimizing quality. Nowhere was this more apparent than at the huddled clump of grimy industrial buildings called United Gaskets (Grimsby) Ltd., a major player in the gasket world and, as its Royal Warrant proclaimed, "Supplier of fiber-based sealing devices to the Princess Royal."

Sir Osbert "Cushy" McQuay, then chairman of UG (as gasket industry insiders called it), spent years creating a network of corrupt gasket designers, managers and auditors. Quality sank accordingly. One of the investigators, Edward Marrow, wrote that Sir Osbert, in his twilight years as chairman, approved gaskets made from wrinkled tinfoil and second-hand copies of *The Times*.

"It's no wonder our motorcars leaked or that our space program foundered," Marrow told *AutoWeek*.

In 1979, following the investigation, Sir Osbert was ousted and tried *in camera*. By then the British motor industry was already prey to foreign investors, a circumstance that resulted in management instability, labor unrest and the Rover Sterling.

Found guilty of fraud and endangering the public safety, Cushy McQuay was sentenced to 20 years confinement. Unrepentant to the end, as he was led away by bailiffs he turned to the press gallery and shouted defiantly, "Let them use Oil-Drill!"

Osbert McQuay, knighthood rescinded, his company only a memory, was scalded to death in 1989 when a washer in the prison shower malfunctioned.

Here's the calendar for 2004. As usual some dates, Person Of Contact and locations may change. If you are a POC for any of the Events listed which do not have detailed information, PLEASE e-mail or call me so we can get everything up to date for the whole year. Contacts are listed in the Roster and everybody always appreciates an RSVP. The calendar will be updated every Newsletter.

KANSAS CITY TRIUMPHS EVENTS 2004

- | | | |
|------------|---|--------------------|
| October 3 | Lawrence Car Show
At the Fairgrounds. | POC ??? |
| October 7 | CLUB NIGHT OUT | POC Jeff or Paul |
| October 9 | Fayetteville, Arkansas All Brit
Supposed to be better than ours...hmmmm. | POC The Birks |
| October 16 | The Chili Party
We're moving it to a more traditional time this year, everybody please come, we have a lot of fun. And always bring more chili...we ran out AGAIN last year! | POC Woody/Holly |
| November 4 | CLUB NIGHT OUT | POC Surprise host! |
| December | Progressive Dinner
The feast(s) will be held south of the river this year and we need hosts, hopefully some new ones. | POC TBD |

Directions to Woody and Holly's house: We live at 1218 West 61st Street, that's between Ward Parkway and State Line Road. If coming on Ward Parkway, look for the big church and turn West. Phone: 816.523.8356 Show up around 5:00!!

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Shawnee, Ks 66226

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R6 TR7 TR8 Spitfire GT6 Stag TR2 TR3
R3A TR3B TR4 TR4A TR5 TR250 TR6 TR7
R8 Spitfire TR3A TR3B
R4 TR4A TR5
T6 Stag TR4 TR4A
R5 TR250 GT6 Stag
R2 TR3 TR3A TR3B TR4 TR4A TR5 TR250
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR3
R3A TR3B TR4 TR4A TR5 TR250 TR6 TR7

**Kansas City Triumphs
Sports Car Club**
*Dedicated to the Preservation and
Restoration of Triumph Sports Cars*

PLANNING MEETING
JANUARY 29TH 6:00 PM
AT THE McBRIDE'S

CLUB OFFICERS 2004



**KANSAS CITY
TRIUMPHS
SPORTS CAR CLUB**
Volume XXVI, Number 6
December/January 2004/2005

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For membership information, address corrections, changes or additions,
contact: Secretary/Treasurer, Laraine Edwards,
9200 East 201st Street Belton, MO 64012
Annual dues are \$15, payable to "KC Triumphs".
The Triumphs Club year runs ALL YEAR LONG!

THANKS TO ALL WHO MADE THIS YEAR ANOTHER TR-RIFIC SUCCESS!

EDITOR'S NOTES:

Time for another Planning Meeting already? Yes it is and this year it's going to be in January. Since not much happens with the Club during the first months of the year we thought it might be good to get together a bit earlier and see if we could come up with some new venues for Springtime. It's the best time of year for top-down driving here in the midwest and we should take advantage of it. As noted above Paul and Margaret will host this year, details listed below.

As usual, the Brown Rat didn't get enough road time this year and bit me as the cover went on last month. So we are absolutely, positively taking him to Rockford next year for the VTR (The Rat has made it before under pretty despicable conditions and I'm sure will do well again, we will see how Holly bears up on her first long-distance Triumph trip!)

So thanks from us to all of our good Triumph friends who have made this a most enjoyable year. Looking forward to planning an even better one for 2005.

PLANNING MEETING

Paul and Margaret McBride

22714 West 51st Street

Shawnee, KS 66226

913.441.0499 pmcbtr3@everest.net

Yep, we drive and eat as usual. So bring a pot-luck of your choice and as always...BYOB.

PAST EVENTS

THE CHILI SUPPER AT THE UNDERWOODS:

Good time and more chili than we could eat for a change. At least 30 people showed up, lots and lots of good food, Triumphs and good car talk. But, should we change the name to The Chili Supper and Wine Party...?

THE ANNUAL PROGRESSIVE DINNER:

If you didn't attend, you missed a good one. We ask for new hosts and they really came through this year. First stop was at the Overton's lovely house in Lenexa for super appetizers (Great shrimp Barb!) (Great deck Ray!) and then on to the Closson's via the Plaza's holiday lights and traffic for most everybody..., we live in the neighborhood and knew the shortcuts. Don and Jamie's historic old mansion near the Art Gallery was a treat and the lasagne dinner with all the trimmings was delicious. The Club thanks them all for the hospitality! So then back through the Plaza (And traffic) to our house for dessert, coffee and champagne. All of which was consumed in great quantities and good spirit. It was a very good party.

BRITS IN THE OZARKS:

◇ On Friday, Oct. 8th, the Birks and McBride's met at McDonalds in Harrisonville and headed south for the Brits in the Ozarks Show benefiting the Muscular Dystrophy Association. The 215 mile trip took about 3 ½ hours with a brief stop in Carthage to check Silver Blue's carburetors and get coffee.

The parking lot was already filling up with British cars when we arrived at the Host Motel in Fayetteville, and the parking lot party was soon in full swing with barbequed chicken, fixin's and beverages. We were joined at event by Gary and Dwana Davis, Charlie and Melanie Hoch, and Steve and Carol Olson who really weren't lost, just traveled on their own schedule shopping their way through Eureka Springs and sundry Antique shops along the way.

Rain overnight and an overcast morning didn't dampen the spirits of approximately 120 British car enthusiasts and at 10:00am the show was brimming with chrome and bright paint. This show is a never ending accumulation of a wide variety of British Marques and I really enjoy the odd and unusual vehicles that attend. This year my (2) favorites were both owned by the same British Iron Club member, Dave Freeman. Dave brought his Morgan "Trike" and a newly acquired 1935 Morris roadster that was just plain cute! How many Riley "Elf" cars have you ever seen? (Looks like a Mini Cooper). There was one that was trailered up from Texas and the owner forgot his keys to get the doors open. As hard to believe as it may seem, it was a Triumph owner who's ignition key opened the Riley and allowed the little car to start and move from trailer to field!

There was a nice assortment of Triumphs including TR3's, 4's, 6's, and Spitfires. An assortment of MG's, Healey's large and small, Jags from 1948 to a "Take your breath away XK120" from Kansas that stole the show and the Chairman's Choice Award.

Speaking of Awards, our club did very well! Paul McBride took 1st in class with Gary Davis bringing up a close 2nd in the TR3 group. Steve Olson's TR8 took 2nd in his class, and Charlie Hoch took 2nd in Spitfire!

The Barbeque was excellent, the tote bag full of car accessories was a terrific idea and everyone got a Brits in the Ozarks ball cap. The awards dinner was well attended and this year included guest speaker "Burt Levy" the author of "The Open Road" book series. Burt was more than entertaining, and added a real enthusiasm for the sport with his stories and slides of British Race cars.

The 120 cars and (1) Calthorpe Motor Cycle (Irish) along with the effort of the entire Committee that works all year on this event were able to give the Muscular Dystrophy Association over \$15,000 from this event, and that brought a huge round of applause from the entire group.

Let's all plan on attending next year. It's a fun event, with great cars and wonderful people that share our love of the little British cars.

Larry Birks

Hi Woody,

Well, not sure if want to know about Belgium-built cars, or my car specifically, so I'll tell you a little about both. There is very little information out there on these cars. There called CKD (Complete Knock Down) cars. The basic story is that they were created as kits (hence the CKD term), shipped out of the UK to Belgium, and later assembled. The only records are the Belgium Customs ledgers which only show the date that the CKD cars were sent from the UK, but not any dates on when the cars were completed. No colors or trim details. No factory records exist for the Belgium plant. We know that sometimes it took a long while before a ckd car was assembled, so there's confusion as to model years--sometimes it was over a year difference.

For instance, my TR6 is a 1970 supposedly, and it's commission number agrees with that. However, it's likely that the car was actually sent from the UK in mid 1970, but then built and sold in 1971 (possibly as late as April-ish), and probably sold a 1971 model.

My car is a TR6 PI, 1 CP 51797 LP, originally purchased in Germany. The "1" in front is what tells you it was a Belgium-built car. It was rebuilt in 1994, and probably lived in Germany until 1997, when it was later brought to the U.S. by a guy in the USAF. That owner sold it in 2002, and I bought it in 2003 (my third TR6, but my first PI). The original color was likely Saffron Yellow, but the 1994 restoration changed it to Pimento Red. The yellow is confusing because a 1970 should've had Jasmine Yellow, not Saffron--another reason we think the car was built and sold as a 1971. The interior is black, and it's normal left-hand drive. It runs really well, and I've put about 5k miles on it in 15 months.

Feel free to ask if you have any questions, and I'll be happy to take a shot at answering!

Best,
Jim

FOR SALE: 1980 TR-8. Engine, suspension and hydraulics rebuilt. Nearly new top. Body and interior need attention. Can e-mail pictures and details. Car is at John Mass' house. Richard Bruenger at 785.632.3465 or John at 816.452.9097.



TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273

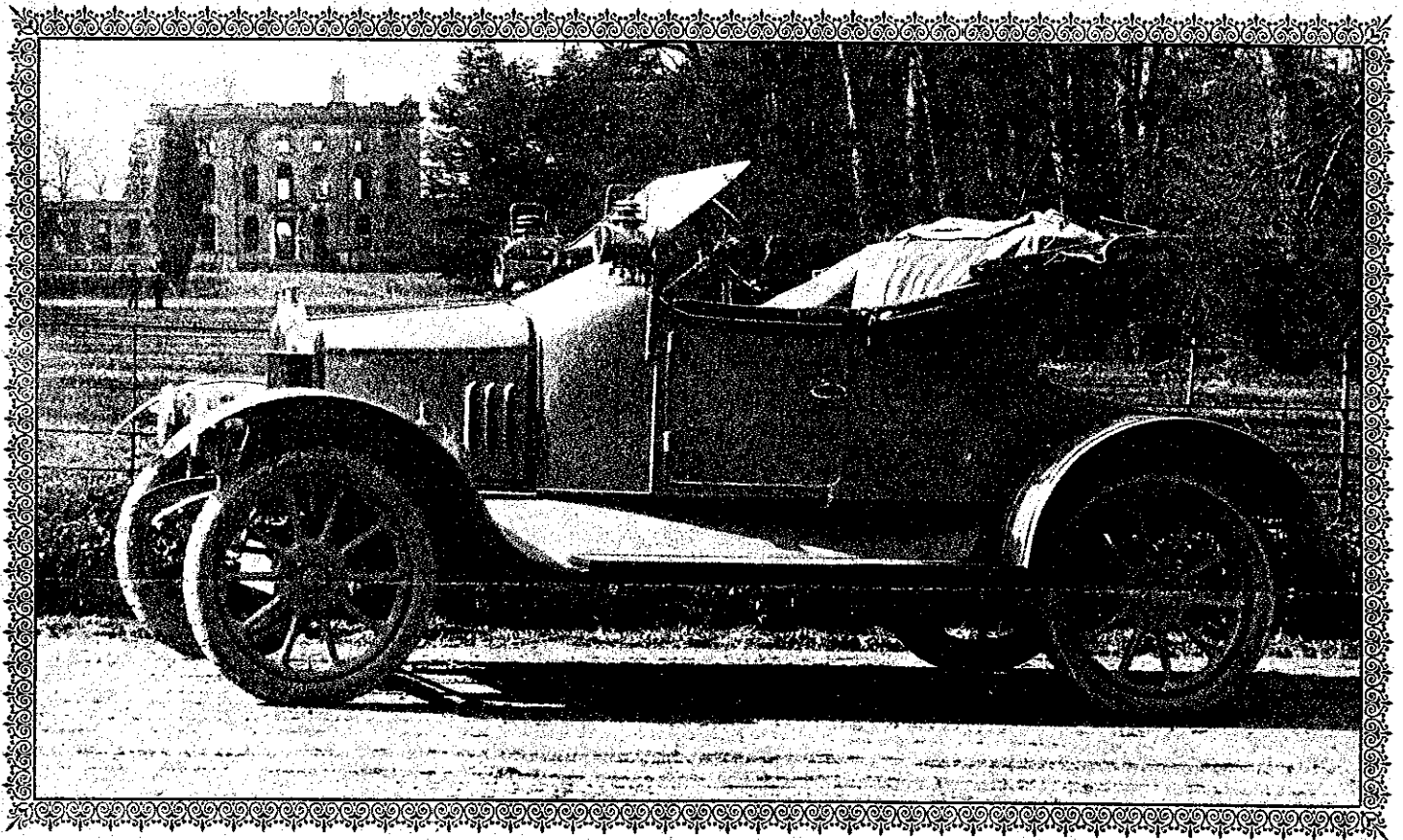
GRAND CENTRAL STATION

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VOLUME 10, NO. 12

DECEMBER, 1964

Season's Greetings



It's traditionally the time of year for looking back . . . and possibly taking a peek forward. Looking back at the year's achievements, disappointments, experiences . . . and looking forward to the opportunities presented in the twelve-month span ahead.

We certainly went way back in our selection of a cover photo for this issue. That's a 1913 Standard — the first light car made by the company.

The company has come a long way since then . . . and so has your organization — TSOA. Nineteen sixty-four was a good year for us. We hope it was a good year for you. In any event, we all have nineteen sixty-five to look forward to. Our sincerest best wishes to all of you in the twelve months ahead.

Here's the calendar for 2005. As usual some dates, Person Of Contact and locations may change. If you are a POC for any of the Events listed which do not have detailed information, PLEASE e-mail or call me so we can get everything up to date for the whole year. Contacts are listed in the Roster and everybody always appreciates an RSVP. The calendar will be updated every Newsletter.

KANSAS CITY TRIUMPHS EVENTS 2005

YES, WE HAVE SOME EVENTS ALREADY, SO BE THERE OR BE SQUARE. THE TRIUMPH CLUB OPERATES ON MEMBER INPUT: SO IF YOU DON'T SHOW UP WE RUN OUT OF...GAS, INERTIA, DESTINATIONS, MECHANICS, SPARE PARTS, BUCKETS, JOKES, COFFEE, HOT TEA, WINE, BEER AND MOST OF ALL...FRIENDSHIP!

- January 6 **CLUB NIGHT OUT:** POC Woody Underwood
Jake's BBQ 51st and Main KC MO 6:30 PM
We're going to try this place for awhile. They like car folk, have good food, a quiet meeting room with no kids running around and safe places to park. It's also in the dead center of the metro area so it's pretty much in/con/venient for all.
- January 29 **PLANNING MEETING:** POC Paul McBride
Paul and Margaret McBride's
Info was on the front page of this Newsletter...

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HOLIDAYS AND MAY THE WORLD
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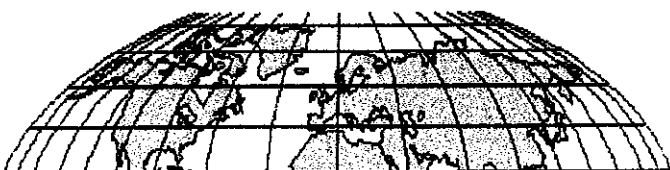
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MERRY CHRISTMAS
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Kansas City Triumphs Sports Car Club

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