



## Club Officers 2007

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29  
Volume XXVIII Number 1  
February/March 2007

### To Join or Make Mailing/e-mail changes contact:

Ray Overton  
13013 West 101st Street  
Lenexa, KS 66215  
**Annual Dues are \$20**  
**Newsletter Articles/Classified Ads/Business Ads Contact:**  
Max Eulert (See Above)

## DIRECTOR'S RAMBLINGS

Laraine asked me as soon as we got in the car, after the progressive dinner, "what are you going to do first?" What a way to bring you back to earth. After much painful thought, I realized it isn't what I do first, its how well do I listen to what the group wants to do! There are several ways I can listen to the club. I think the most important way is by the way the group as a whole participates in our activities, if they like it they will come.

I have several goals that I hope can be the goals of the group.

- 1 Have our meetings listed in The KC Star Fun On Wheels section. This sounds easy right? Wrong! I know how many times Woody and Laraine have tried. So far I have faxed them twice per their instructions in the paper! Keep watching I will get it in there!!
- 2 Apply for the VTR to be held in KC in 2009. We are in the process of getting the application package at present and will keep you informed of how things are proceeding.
- 3 Personally attending every function.
- 4 Establish a group web site.
- 5 Sharing with the other car clubs, newsletters, activities, events?
- 6 Participating with charitable groups.

**I hope you will all hold my feet to the fire on these goals and any that are important to you!!**

My personal philosophy has always been that if I'm not making any mistakes or someone mad I'm not doing anything. I hope to make many mistakes and a few of you mad in the next couple of years; just don't stay mad do something!

Our next Club Nite Out will be February 8th, 6:30 PM at Jakes BarBQue, see you there.

Jack

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### TECH TIP #1:

Here's a tip for removing stubborn heads. The heads on British engines are notorious for being difficult to remove. The studs only compound the problem.

Remove the valve cover, head nuts, and rocker assembly. Disconnect the spark plug leads but leave the plugs in. Just turn the ignition switch and the head should pop loose. All the valves are closed so the pressure developed safely dislodges the head. When reassembling, new studs are always great insurance. They often stretch and lead to gasket failure.

(SOURCE Little British Car Co., Ltd., www.lbcarco.com)



## Editors Notes

Somehow, I have inherited the daunting task, burden or privilege and honor of being the new editor of this newsletter. This is my first attempt at this so grit your teeth and hang on. I have some ideas and will be implementing them as the year progresses, some of which are in this issue.

But before I go on about them, I want to thank Woody for his hard work and promptness in putting out a fine newsletter since before I became a member. I can speak for many of us in saying that he did a fine job and it was greatly appreciated. That being said, and since it is my first time, I am open to suggestions and criticism, just make sure it is of the constructive variety. So here are some of my goals/ideas:

- Include an up-to-date calendar of events of the club and LBCs in general.
  - Include tech tips and articles regarding Triumphs and/or British cars. These will be scavenged from members or other sources.
  - Try to get a web presence. I belong to a couple of Spitfire Yahoo groups and am considering setting one up for us. Sure, it's not called YaHell for nothing, but it is free and has a calendar, a place for files and pictures and a message board. A web site of our very own would be ideal, but I haven't had a chance to learn HTML and besides, both of these would be up to either the board or the members (do we have Club Rules?).
  - I would like to profile a member or two of the club in every issue. In this profile, I want people to tell us about how they got into Triumphs, when they got their first, and what they drive now and any interesting anecdotes, amusing or otherwise and/or any words of wisdom they might want to foist upon the readers.
- OK, my skills in desktop publishing are almost nonexistent, so the layout ~~will be~~ is rudimentary at best but I plan on working on that too. So let's have a great year and I hope to see you at the club functions!

Max Eulert

Editor-in-Chief

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**For Sale: 1976 TR6 - PROJECT CAR - Clear Title**  
Rich Blubaugh 620-241-6198 or Ext. 6104, McPherson, KS

- Engine-Strong/Starts
- Stromberg Carburation System/Functional
- PainLess 12 Circuit Wiring Harness Uninstalled/ Wires Prepped to Location & Tagged/Fuse Box relocated Under Dash to Safeguard from Moisture
- Car Body Professionally Evaluated & New Parts Purchased & Are in Condition as Received from LONG MOTOR in Lenexa KS
- New Convertible Top
- New Seat Covers & Interior
- New Windshield Including Kit
- New Rocker Panels
- Three New Fenders
- Many Other New Parts

**Situation:** This is an excellent project car positioned for a quick start. The car has been stored in a secure shop free from water damage. Project includes all the old body parts including the original fenders allowing the opportunity to restore the old fenders and sell the new ones.

The price is \$5,990 till the end of February. I will advertise the project on E-Bay for \$7,990 starting in March. The current value of just the new parts is about \$4,800 excluding freight and sales tax if you purchased the parts. Price does not include delivery.

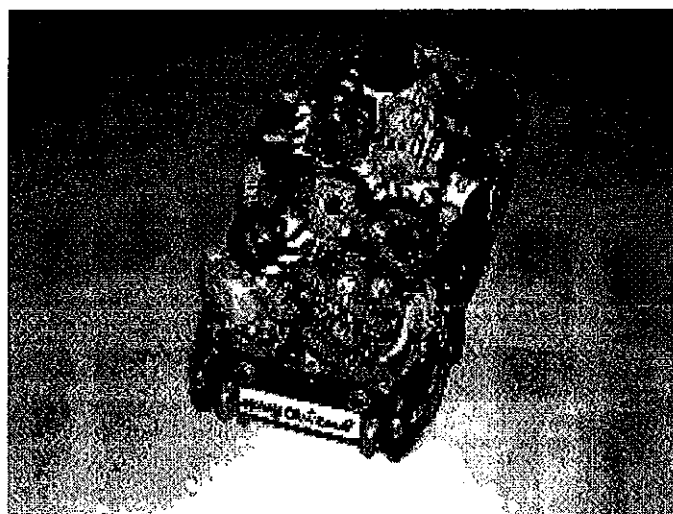
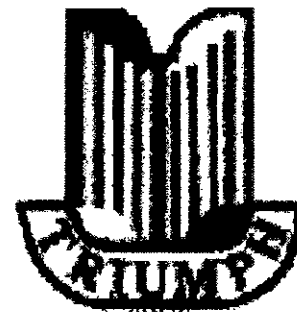
## TRIUMPH COOKIE JAR

Surfing through the Ebay Triumph site about 9 months ago, I stumbled across a cookie jar with Santa riding in a TR3! Since I had not seen this cookie jar before, I had no idea where to bid it, so I started throwing out bids till the auction was over and although I threw way too much money at it, some Triumph enthusiast wanted it more than I did. I watched Ebay all summer and never found another cookie jar, which led me to believe it must be somewhat rare, or everyone with a Triumph but me had one and didn't want to part with theirs.

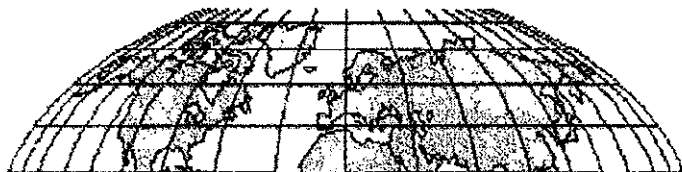
Heading out on an antique junket this fall, we stopped at an Antique Mall on the way out of Kansas City, and sitting on a shelf almost out of reach among about 30 cookie jars was Santa and his Triumph TR3. It was half the price I bid on Ebay and in perfect condition.

So for those of you looking for a unique item to display around Christmas, start looking for Santa Claus in a Triumph TR3 Cookie jar. The company that made the jar is "Paris and Barbee" and is dated 2003. Good Luck!

Enjoy All Life's Little Triumphs!  
Larry



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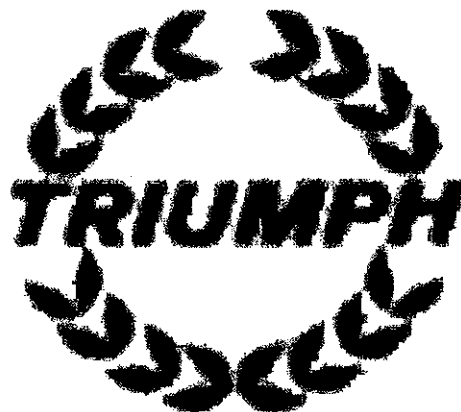
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## Winterizing your Triumph

By Liv Haasper

It's that time of the year again when we have to face the reality that winter is approaching and, no matter how often we've postponed this day, found excuses to go for yet another drive around the corner, the final decision has to be made:

It's time to put the Triumph into winter hibernation. Some of us are lucky to have a dry, cozy garage where, once in a while, we can visit the sleeping car, walk around it a bit and, when no one is looking, let our fingers casually caress that dusty front wing, inspect a bit of lint the boot lid, open the bonnet, just to have quick look to see if no one has built nest in a secluded place, and if this is the case, give that red squirrel an 'eviction note' "Out, or I'll search for the 22!!!" Some, not so fortunate Triumph owners, have no choice but to send their baby off into storage, an old barn, some large, unfriendly cold and windy building. So, what need to be done to prepare 'Little old Brit' for the long winter sleep???

### The last drive:

It's time to face reality; the car is going out for her last drive. It's time to prepare for storage. You sadly drive her home and park her in her designated spot. You want the exhaust system up to operating temperatures before it is parked so that moisture isn't condensed inside, causing the pipes to rust all winter.

If your car is parked on a concrete floor, you'd want to worry about vapor emitted from the ground, lime built up, condensation, rust prevention. Some people opt to have the car up on jacks for good ventilation [also to free the suspension and take the weight off the leaf springs], others will park it on a tarp for added protection and insulation. Apparently, cars stored on a wood floor are less prone to condensation and rust problems.

Look up. Is the car parked under a roof that may leak or condensation may drop on it?? If the car is on jacks, how will you be able to evacuate it in case of fire???

### Preparations:

The first thing one should do is to change the oil and oil filter and, at this time, also change the antifreeze. Cars stored without antifreeze and just water can and will result in cracked blocks, burst radiators and heaters. Freezing temperatures require a 50/50 solution of antifreeze and water to prevent the coolant from freezing in the engine block, radiator or heater. Check your container for the proper mixture for your regional area. It will vary depending upon your expected temperatures.

Next thing on the list is to add a stabilizer to the fuel and run the engine to make sure the stabilizer reaches the carburetors.

Top off the tank to completely fill it. This will prevent the inside of the tank to develop any rust and give you problems with the fuel supply when going on that long awaited drive next spring. A full tank of gas also reduces the amount of water that can be absorbed by the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces bearing etching, caused by dirty, acidic, contaminated oil.

Remove the spark plugs and squirt a few drops of oil into each cylinder, fog the engine lightly with oil or buy a commercial fogging product.

Top off the master cylinder to deduce water contamination in the hydraulic lines.

Bleed those brake lines, especially if you're using DOT 5. Water is not absorbed by the silicone and if not removed, will affect the rubber components of the brake system.

Periodically over the winter month, roll the Triumph back and forth a few times to prevent the brake pads from rusting to the rotor. Operate the brakes on occasion to prevent the cylinders from freezing. Also, engage the hand brake a few times to keep its cables and linkages moving freely. Store the Triumph with the hand brake off.

Clear out those drain holes. Make sure moisture can drain off wherever possible. Pay attention to the boot and rocker sills where moisture may collect. Rubber plugs should be checked. You might even consider opening and leaving you boot open for storage so no water can build up inside the boot lid.

Pay attention to the clutch. The clutch hydraulics may leak and the clutch disc can rust to the fly wheel or pressure plate. Occasionally, activate the pedal to avoid these problems.

Remove the battery and store it in a dry place where it won't freeze. Keep it off the ground to avoid discharging. A battery that isn't in a tray can't leak... While the battery is removed you may want to put it on a trickle charger to prevent it from freezing.

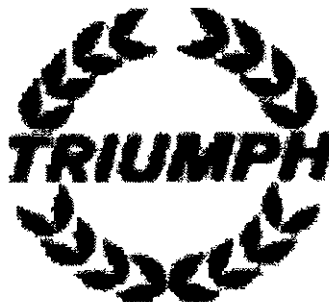
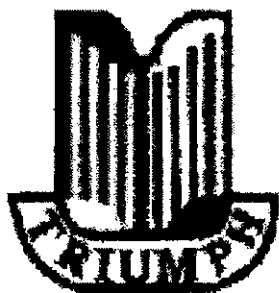
### **Tech Tip #3:**

If you have ever had trouble remembering how many flats you have adjusted your carbs. Here is an easy solution. Paint one of the flats with red nail polish or whatever color you prefer, then it is an easy job to count forward or back

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### **Notice:**

**If you haven't paid your dues for 2007, this will be your last newsletter. Dues paying members will also have access to our new Yahoo Group Web site.**



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(Winterizing Cont'd.)

If you have air shocks, spray the air bladders with some silicone spray to protect them. If you plan on painting the car the next spring, stay away from the silicone. You may want to let some of the air pressure out over the winter.

If your car is not sitting on jacks, put a little extra pressure in the tires.

Add fresh wind shield washer solution [instead of water] to keep mold from forming in the reservoir.

To prevent critters from making a nest in your exhaust, bend a metal coat hanger so you can insert the 'hook' end into the muffler or tail pipe. With a hook attached in this fashion, the removal of the 'plug' is very easy.

Give the car a good cleaning. Try to get rid of accumulated dirt under the vehicle as best as possible. Vacuum the inside, polish with a protective polish or wax it to protect the paint, treat the vinyl with a coat of Armorall or a similar product [a marine upholstery protector seems to work well on the vinyl of the soft top, tonneau covers, boot covers].

Treat leather seats, if you are lucky enough to have those in your car.

Give your hoses and all other rubber parts a good spray with a lubricant to keep them pliable and soft.

Remove the rubber floor mats, so the carpet can breathe.

It's a good idea to keep those little rodents in mind that are desperate for a home at this time of the year. Rodents have been known to be most pervasive. They can burrow into seats, fenders, pedal boxes, inside heater boxes, even inside exhaust headers and cylinders. Some people claim that pieces of Irish Spring soap, liberally dispensed in certain areas of the interior and under the bonnet are a deterrent for critters. Make sure the soap is placed in a dish to prevent it from soaking into the upholstery or carpets. Mouse traps and moth balls, frequently scattered around, all of these ideas seem to be of help in the battle with 'Stewart Little' and his family.

Ventilation is the next issue that should be addressed when preparing the car for storage. A tightly tarped car will collect condensation, which in turn will cause the car to prematurely rust and molds to develop. Moisture condenses on everything, especially during temperature changes. Make sure the car is very well ventilated. If you must tarp the car, leave the windows open a crack to allow air movement. Chose to have the soft top either up or down and leave it that way for the season. A cold soft top will not stretch into place and the vinyl may be damaged. You may even find that the bonnet itself will collect condensation, which then may run into the battery tray. And, when you think your battery acid has again damaged the paint in your battery tray, it may as well have been the condensation dripping into it from the bonnet that allowed the rust to develop.

Silica gel crystals are apparently of great help to absorb moisture. These products are not very expensive and now available in some pet supply sections of your grocery store. Put into small bags, safety-pinned close, and dispensed throughout the car, they will absorb moisture. You will be able to reuse them, season after season. Put them under the seat, into the battery tray or anywhere else you may find them useful. Overall, you want the car dry. It won't matter if it's cold.

Lastly, consider the matter of insurance. It's important to keep a theft, damage, vandalism, fire policy in effect, so keep your comprehensive insurance in place.

### **Spring and the first drive:**

When spring has sprung on that special day of the first drive, introduce oil into the cylinders, perhaps 6 squirts from a normal oil can. Turn the engine over [maybe by hand, using the drive belt] until you get oil pressure, before replacing the spark plugs, to move the oil through the head, the pistons and the valves.

Of course, the best solution to winterize your car for the cold winter month is to drive it daily or better still, move south and drive it all year long.

(Source: Liv Haasper, North American Spitfire Squadron. Liv resides in Ontario and knows about winter. Her web site is: [www3.sympatico.ca/wilivhaasper/index.htm](http://www3.sympatico.ca/wilivhaasper/index.htm) )

## **Treasurer's Report**

from Ray Overton

Balance on 7/31/06 was \$3,368.29.  
Expenses were \$774.85 and income was \$810.00.  
Current balance is \$3,403.44.  
Ray says we have 53 unpaid 'members'.

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## **Other British Car news:**

(Thanks for the info, Woody!)

British Car Calendar for 2007

May 5th and 6th Slim Run, KCMGCC sponsor

May 12th Jefferson Highway Sociability Run KCAB sponsor

May 19th Chanute Chute Out Austin-Healey Club sponsor

June 9th and 10th Heartland MG Regional Heartland Committee sponsor

The list of events already scheduled for the year is already starting to fill almost every weekend in May, June, and September. The newest event on this year's calendar is the Jefferson Highway Sociability Run on May 12th. We hope to have a great turn out for this event to celebrate the Jefferson Highway and its history. Also appealing to some British car enthusiasts, the SCCA races at Heartland Park in Topeka promise to be exciting. With the national run offs coming to Heartland Park in 2006 for a three year span we get to see the best of the best in amateur racing.

June 16th SCCA races Heartland Park

July 7th SCCA races Heartland Park

August 18th, SCCA races Heartland Park

September 1st and 2nd Kansas City All British Car and Cycle Show, KCAB sponsor

September 30, Art of the Machine, KC city market, 9:30 AM, Midwest MGA Club sponsor

October 8th -14th SCCA National Runoffs, Heartland Park, Topeka, Kansas.

Finally a reminder that the Annual Planning meeting is

**THIS SATURDAY, January 20 at 6:00 PM.**

Location: 22714 West 51st Street, Shawnee, KS 66226

Please RSVP to Paul McBride, 913.441.0499 or [pmcbtr3@everestkc.com](mailto:pmcbtr3@everestkc.com).

The Club is providing the Main Course but side dishes are potluck. BYOB as always.

Next club night out is February 8 at 6:30 PM. We meet at Jake's Smokehouse at 8314 Wornall Road. The first Thursday of every month we meet for good food, drink and conversation.

During the writing of this newsletter, I set up the Yahoo Group. Visit and sign up. All this will be posted in the next week or so!

<http://autos.groups.yahoo.com/group/KCTSCC/>

# Kansas City Triumphs Events 2007

This is a Provisional Calendar. Events, dates and person of contact (POC) may be changed, added or deleted. If you are a POC and any information is incorrect or needs to be added, please contact the editor. The POC always appreciates an RSVP for any gathering and further information (Including times, directions, etc.) will always be provided via e-mail or an article in the Newsletter. The Calendar is updated every issue and items in **BOLD** indicate an official KCTSCC event.

Monthly:	<b>Club Night Out 6:30 PM</b> First Thursday of Every Month Jake's Smokehouse 8314 Wornall Road KCMO	Edwards
January 20	<b>Annual Planning Meeting</b> Paul McBride's 6 PM	McBride
February 8	<b>Club Night Out 6:30 PM</b> First Thursday of Every Month Jake's Smokehouse 8314 Wornall Road KCMO	Edwards

## **In which county would you like your garages?**

(House comes with them.)

There currently are 67 homes listed in the metro area, in all price ranges, that have 5 or more garages. One can be yours! Just call.

## **Jack & Laraine Edwards**

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Jack 816-591-4351

Laraine 913-381-8070





13013 West 101<sup>st</sup> Street  
Lenexa, KS 66215



Paul McBride  
22714 W 51St  
Shawnee, Ks 66226

R2 TR3 TR3A TR3B TR4 TR4A TR5 TR25  
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR  
R3A TR3B TR4 TR4A TR5 TR250 TR6 TR  
R8 Spitfir TR3A TR3  
R4 TR4A T R8 Spitfi  
T6 Stag T TR4 TR4  
R5 TR250 e GT6 Sta  
R2 TR3 TR3A TR3B TR4 TR4A TR5 TR25  
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR  
R3A TR3B TR4 TR4A TR5 TR250 TR6 TR

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





13013 West 101<sup>st</sup> Street  
Lenexa, KS 66215



Paul McBride  
22714 W 51St  
Shawnee, Ks 66226

R2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR3A TR3B  
R3A TR3B TR4 TR4A TR5 TR250 TR6 TR7  
R8 Spitfire TR3A TR3B  
R4 TR4A TR5  
T6 Stag TR4 TR4A  
R5 TR250 TR5 GT6 Stag  
R2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR3A TR3B  
R7 TR8 TR9 TR4 TR4A TR5 TR250 TR6 TR7

**Kansas City Triumphs  
Sports Car Club**  
*Dedicated to the Preservation and  
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# KANSAS CITY TRIUMPHS

# EVENTS 2007/2008

April 5 Club Nite Out 6:30 PM  
 April 10 MG Social  
 April 21 Spring Tune Up 9AM - J Givens-Cancelled  
 April 28 Lawrence Toy Car Show

April 6/8 Crystal & Daimond Dig Hot Springs  
 April 14 Spring Tuneup KCMG  
 April 25/28 Key West Regional MG Show  
 April 29 KC British Swap Meet (MG Club)

May 3 Club Nite Out 6:30 PM  
 May 12 Jeff Hwy Sociability Run  
 May 19 KC Dawn Patrol Air Show - J Givens

May 5/6 Slim Run KCMGCC Host  
 May 19/20 Shoot Out @ Chanute - AUSTIN HEALEY

June 1 Holyfield Winery - Larry  
 June 9/10 Heartland MG Show  
 June 16 SCCA Races Heartland Park

June 7 Club Nite Out 6:30 PM  
 June 16 Boulevard Drivein & Picnic - C. Yin  
 June 30 Blues Night MG Club

July 5 Club Nite Out 6:30 PM  
 July 10 MG Social  
 July 17/21 VTR -Valley Forge, PA

July 7 SCCA Races - Heartland Park  
 July 14 KCMG DriveIn Night  
 July 28 Carthage Show

August 2 Club Nite Out 6:30 PM  
 August 14 MG Social

August 11 Picnic & Pictures @ Birks - Harrisonville  
 August 18 SCCA Races Heartland Park

Sept 1 / 2 All British - Dave McIntosh  
 Sept 15 Brits In The Ozarks - Larry Birks  
 Sept 21/23 McPherson, KS - Scottish Fest/School Tour

Sept 6 Club Nite Out 6:30 PM  
 Sept 15 St. Louis All British  
 Sept 30 Art Of The Machine City Market

October 4 Club Nite Out 6:30 PM  
 October 9 MG Social  
 October 27 Chili Supper - Underwood

October 8/14 SCCA National Runoffs - Heartland Park  
 October 27/28 Fat Run

November 2 Club Nite Out 630 PM  
 November 10 Bike Day - Larry

November 3 Guy Fawkes Day Bonfire & Campout  
 November 13 MG Social

December No Scheduled Club Nite Out  
 December 8 MG Club Xmas Party

December 8 Progressive Dinner (South)  
 December 11 MG Social

January 3 Club Nite Out 6:30 PM

Without firm dates- T-Bones game, Wabash BBQ & Blues, Lake trip & Halet races.

Items in **BOLD** indicate an Official KCTSCC event.

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## 22<sup>nd</sup> South Central Regional Trials

April 26 – 28, 2007

The Texas Triumph Register ("TTR") is hosting the 2007 Vintage Triumph Register ("VTR") South Central Region Trials on April 26-28, 2007, at the Hilton Garden Inn Houston Northwest ( HYPERLINK "<http://www.hiltongardeninn.com>" [www.hiltongardeninn.com](http://www.hiltongardeninn.com)) in America's Space City, Houston, Texas.

So, **"Where were you in '62?"** Come and share your stories as this is the theme for this year's convention. Please mark you calendars now for these dates so you don't miss the fun and excitement of the 2007 Regional Trials. We are expecting a great turnout and terrific weather, so register early. We have scheduled this location on the Northwest side of Houston, so that those of you coming from the north don't have to drive into or through the city of Houston. This will significantly shorten your driving time.

Leading our Sponsorship & Advertising Program is **Continental Airlines**. Their *Platinum Level* grand raffle prize of two 1<sup>st</sup> Class tickets anywhere in the contiguous 48 U.S. states, Alaska, Mexico, Central America, or South America, represents the quality of our historical patrons' support. Come and see what other great prizes will be given away.

And who will be this years' Regional "Best of Show"? Who will win the "Participant's Choice Awards"? Attending this years' Regional will be:

- 2006 VTR National Convention "Best of Show", Susan & Tommy Cook's 390 point 1967 GT6;
- 2006 Riley/Wood Award winner, Mike Gruy and his 1981 TR8;
- 2006 Ken Richardson Challenge Award winner, Melissa Farrell in recognition of her outstanding and successful involvement with TTR and her various Triumphs. Melissa represents the first time a women was the lone recipient of this most prestigious award;
- 2005 VTR National Convention "Best of Show", John and Liz Reynolds' 1979 Pageant Blue Spitfire 1500. 1<sup>st</sup> time the VTR recognized one of Triumphs most popular, but heretofore unheralded models with its top award.

Please visit our web site HYPERLINK "<http://www.triumphregister.org/>" [www.triumphregister.org/](http://www.triumphregister.org/) for further site, schedule, and registration information.

We hope that we can count on your support as we move forward with our exciting planning efforts. Should you wish to contact us with questions or suggestions please contact one of our event chair people below.

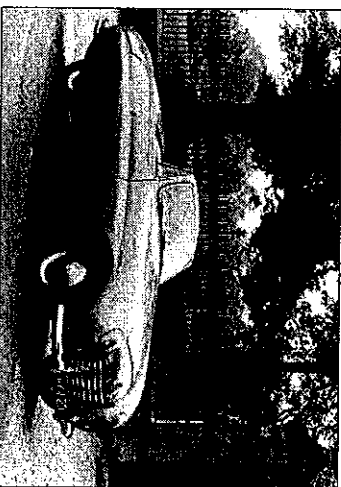
Jim Wortsman                      HYPERLINK "<mailto:jwstr2@yahoo.com>" [jwstr2@yahoo.com](mailto:jwstr2@yahoo.com)

Eric Schumann                      HYPERLINK "<mailto:erics@mischerinvestments.com>"  
[erics@mischerinvestments.com](mailto:erics@mischerinvestments.com)

## history

As late as 1970, despite a long and prestigious history of automobile production dating to 1923, and a corporate history reaching back to the 1880s, there was no American organization dedicated to the history, preservation, and enjoyment of Triumph automobiles. Aware that a large percentage of Triumphs built since World War II had been sold in the USA and Canada, a dedicated group of Triumph owners, enthusiasts, and historians in 1973 planted the early seeds of what would become the Vintage Triumph Register. In 1974 the organization began to take shape, and by January, 1975, the club's first professionally edited and printed magazine appeared. At last there was a club for all Triumph owners; and growth of the club since has been steady, with more than 2,600 members!

- Accomplishments along the way have included:
- addition of color to *The Vintage Triumph*
  - reprinting of valuable Triumph manuals
  - efforts to save obsolete Triumph spares from destruction
  - a concerted effort to encourage quality reproduction of needed spares
  - the establishment of a VTR archival collection
  - the introduction of concours judging standards
  - absorption of the Triumph Sports Owners Association (TSOA), the factory-sponsored owners' club



Triumph TR3, 1951

## our magazine

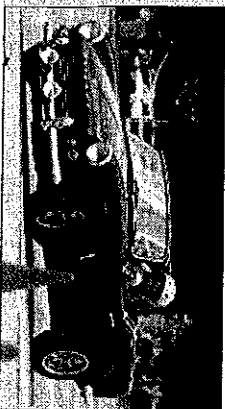
*The Vintage Triumph*, our bi-monthly magazine, features articles of historic or technical significance. However, features such as reprints of period articles, maintenance and restoration columns, spares news, and book reviews are commonly found in its pages. The staff of *The Vintage Triumph* is mostly volunteer, and we are proud to count as contributors some of the world's leading Triumph experts. The magazine covers all Triumph cars built from 1923 to 1981, but the emphasis is on the models owned by the majority of VTR members.

Also included within *The Vintage Triumph* are articles designed to keep VTR members informed of club events, both past and future, as well as news from chapters across the United States and Canada. Major suppliers of Triumph parts and accessories frequently contribute valuable information. The classified ad section is free of charge to members, putting you in contact with the largest all-Triumph marketplace in the USA!

## annual north american triumph challenge

An important annual event is the VTR Convention. Called the North American Triumph Challenge, it is held in a different state each year. Every convention includes a fun-filled activity schedule with rallies, autocross, a judged concours d'elegance and participants' choice car show, autotumble, parts vendor sales, and much, much more.

VTR's national gatherings are always exciting, rewarding and over the years have introduced many, many Triumph owners to one another and produced fond memories. We hope you'll join VTR and one of our over 70 local VTR Chapters, as we pursue a bright and promising future for the ownership, operation, and preservation of Triumph automobiles.



and produced fond memories. We hope you'll join VTR and one of our over 70 local VTR Chapters, as we pursue a bright and promising future for the ownership, operation, and preservation of Triumph automobiles.



## member services

- Your membership dues provide the following:
- Six issues of our bi-monthly magazine, *The Vintage Triumph*.
  - Free classified advertising in our magazine.
  - Technical assistance from our vehicle consultants to assist you with your specific inquiries pertaining to your vehicle.
  - A VTR membership card and windshield decal.
  - Back issues of *The Vintage Triumph* are available for purchase and provide an invaluable reference source.
  - Club identity items such as car badges, decal jacket patches and other regalia will identify you as knowledgeable and friendly Triumph enthusiasts.
- A member's travel assistance program puts you in touch with helpful Triumph enthusiasts if you encounter difficulties on a cross-country trek.
- An established collector-car insurance program coordinated with a National insurer.
  - Unique and valuable items VTR occasionally makes available to members. Past efforts have included reproductions of TR3 manuals, a beautiful TR3 plastic model kit, and a Triumph calendar.
  - Assistance in starting new chapters.

## why join vtr?

In addition to what you've already read, VTR works to maximize the enjoyment all of us have when driving a Triumph and emphasizes camaraderie and social interaction among Triumph owners. As the only North American organization which recognizes each and every Triumph model, we hope you want to join us as we strive to achieve these goals.

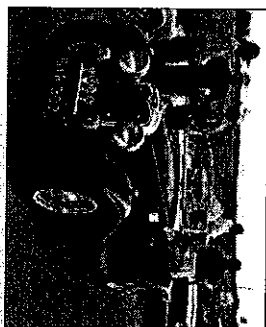
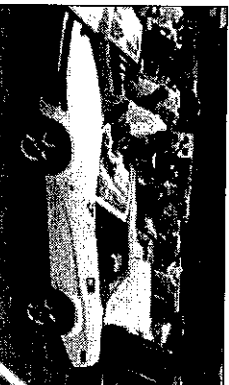
We also hope you'll attend either the National or regional gatherings of VTR members. These conventions are always fun for attendees, and joining a VTR chapter will introduce you to others in your area who share your passion for Triumphs.

Car shows, rallies, autocrosses, tours, vintage racing, and sock gatherings are a regular part of the VTR scene. Won't you join us?

## vehicle consultants

A useful resource for members of VTR is its vehicle consultants who are knowledgeable about particular models of Triumphs. These volunteers are willing to assist members in answering questions concerning specific models; whether it be in purchasing, maintaining, restoring, or selling a Triumph. At present consultants are available for the following models:

- 10/Herald/Vitesse (Sports 6) - Italia
- Mayflower - Swallow Doretti
- Pre-1940 - Roadster/Renown - Dove
- Sprinter/GT6 - Stag - Peerless/Warwick
- TR2/3/3A/3B - TR4/4A - TR5 - TR250
- TR6 - TR7 - TR8 - 2000 Saloon





# how to join

The fastest and easiest way to join the Vintage Triumph Register is to go online to [www.vtr.org](http://www.vtr.org) and click on the "Join or Renew" button. You'll be directed to a page where you can join safely and securely using a credit card. If you prefer, you can also complete the form below and mail it to the address indicated at the upper right hand corner with your check payable to "Vintage Triumph Register."



The **Vintage Triumph Register**  
The Largest Number of  
**Triumph Enthusiasts** in North America.™

### MEMBERSHIP APPLICATION

Please print legibly and mail to:  
The Vintage Triumph Register  
VTR-E - New Membership  
PO Box 655  
Howell, Michigan 48844-0655

Name (first, last) \_\_\_\_\_

Spouse (first, last) \_\_\_\_\_

Street Address \_\_\_\_\_ Telephone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Email \_\_\_\_\_ Local car club \_\_\_\_\_

How did you first learn about VTR? \_\_\_\_\_

**IT IS NOT NECESSARY TO OWN A TRIUMPH TO JOIN VTR**

#### Triumph Vehicle 1:

Condition (circle One): ORIGINAL - RESTORED - BEING RESTORED - MAINTAINED - PARTS

Year \_\_\_\_\_ Model \_\_\_\_\_

\* Commission Number \_\_\_\_\_

Body Number \_\_\_\_\_ Engine Number \_\_\_\_\_

Do you have a BMHT build certificate for this vehicle? YES NO

#### Triumph Vehicle 2:

Condition (circle One): ORIGINAL - RESTORED - BEING RESTORED - MAINTAINED - PARTS

Year \_\_\_\_\_ Model \_\_\_\_\_

Commission Number \_\_\_\_\_

Body Number \_\_\_\_\_ Engine Number \_\_\_\_\_

Do you have a BMHT build certificate for this vehicle? YES NO

**PLEASE REMEMBER TO ENCLOSE A CHECK, PAYABLE TO "VTR" FOR DUES:**

\$30 for USA addresses

\$35 for Canadian and Mexican addresses

\$40 for the rest of the world

Please print additional copies if you own more than two Triumph automobiles.

## The Vintage Triumph Register



## Member in the Spotlight - Paul McBride, a KCTSCC founder

Our new editor, Max asked me to write about my fateful "gearheadedness" and in particular the obsession with TRIUMPHS and other MTD's (Motorized Transportation Devices). I guess because I'm an old, original member of Kansas City Triumphs, and to justify the *Historian* listing in the newsletter. So here, in some chronological order, is my story.

It probably began with the Cushman step through Road King motor scooter, and then the "49 Ford, and then the "James Dean" '50 Mercury coupe. On the other hand, it's origin might go back to the cardboard windshield, dash and steering wheel an understanding first grade teacher allowed me to construct on the desk top. Whatever, I was soon fascinated with MTD's. Trips to the corner drugstore for 25 cent *Motor Trends, Road & Tracks, Sportscar Illustrateds and Car Crafts* fueled the interest.

Becoming a gearhead was out of necessity: The Cushman threw a rod and required frequent clutch & transmission service. My twin and I replaced his '50 Ford Flathead engine with a Sears crate rebuild. (This under the sturdy tree limb via a chain hoist in the backyard-the neighbors must have been thrilled) The Merc had to have glasspack duels and lowering blocks and other *Rebel Without A Cause* mods, don't ya know.

Which brings me to my first Triumph. While in college, a fellow trombonist drove an MGA. We had a mutual admiration for each other's MTD and decided to trade cars for two weeks. The "James Dean" Mercury rumbled off and I had the rapp-brapp MGA. Two weeks was enough for both of us. The trans-tunnel heat wilted me but the handling was an eye-opener. Somewhat later while cruising Allen's drive-in I spotted a friend who actually worked after high school and had just taken delivery of a new '59 Triumph TR3. He gave me a ride. It was a rainy evening, but the smell and sound and acceleration I can still remember. I knew then that after college I was going to have something like it.

Trips to the sports car races at lake Garnett whetted the appetite and with college in the rear view mirror and a teaching gig lined up, I began to look. Figuring I deserved a *new* car limited the choice to entry level sports cars. The April, 1963 *Road & Track* had a technical analysis and road test on the new model from Triumph, the **Spitfire**. It was instant buyer's obsession. KC had 3 Triumph dealers. The nearest was Midwest Triumph & Renault at 11th Minnesota in KCK, just west of the Granada theatre. The small showroom contained a Renault Dauphine, a TR3B, a TR4, and a Spitfire. As it turned out, Kansas City Motors at 44th and Troost had a larger selection. A black Spitfire w/red interior became my first Triumph. I still have the magazine, the invoice and showroom brochures, but unfortunately not the car.

I had Spitfire, Comm. # FC1983L for three years, 70,000 miles (my only car). It consumed 6 tires, a half shaft U-joint, exhaust system, clutch slave cylinder, brake pads, two horns and an oil pressure sending unit. It was an exemplary little car that transported wife and child to Michigan (twice) and Wyoming. I made a partition for behind the seats that keep baby Steve from rolling around. In these days of fail-safe living, you look back with wonder.

Another son on the way and the little Spit had to go.

The frequent winner in SCCA racing B Sedan class, was the English Ford Cortina GT. So that became the new family car. A five year adventure with little trouble. By 1970, I convinced the wife that we needed a second car and that it should be a Triumph roadster, for my use of course. The '57 TR3 advertised in the paper for \$500 became mine for \$400. I drove it home from Olathe with wife and sons following, and noting the dragging muffler and Agnew sticker.

As an aside, 35 years later for an afternoon ride, Margaret & I decided to look up the address in Olathe that was on the bill of sale. There we found the little English cottage with the circle drive. I knocked on the door and answering was a 50ish gentleman. I said to him, "35 years ago I bought that car from someone who lived here." His startled reply was, "You bought it from Me!". He was a college student then and later bought the house from his father. Couldn't believe it was the same TR until I showed him details in the interior that hasn't changed.

I drove it daily to work in all weather for 2 years. Then decided to have the holy floorboards, rusty fenders and dented body professionally put right and protected by 10 coats of '65 Cadillac Firemist Blue Metallic Lacquer. That's what you see on it now plus the patina of 35 years of use. Maintenance is a perpetual job that gives me immense satisfaction. It's taken us to Indianapolis, Dallas, Wisconsin, Chicago and many shorter trips, nearly 100,000 miles now. July 27th will mark its 50th birthday!

As much as I like Triumphs, there have been love-hate relations with many other MTDs. A partial list would include: '60 Rambler (don't ask), '61 Comet, '66 Olds Toronado (loved it), '65 Corvair, '63 Ford Galaxie, '66 Ford Mustang, '72 Olds Cutlass, '72 Gremlin (don't ask), '78 Lincoln MK V (very plush ride) '96 Mustang, '05 Ford Escape, and the '88 Ford Mustang (current stablemate with the TR3). This black Mustang is another long timer. Purchased new, it has been as much fun driving and modifying as the Triumph.

I've discovered that much of the enjoyment of car craziness is socializing with other crazies. Helping to start **Kansas City Triumphs** was, looking back, a brilliant move. A music performance and teaching career was rewarding, but in retirement, car friends are the best! Put a **TRIUMPH** in your day!

Paul McBride

*(Ed. note: For the next several issues I am looking for any other members who want to tell about their love for autos or Triumphs or amusing anecdotes or your most memorable Triumph moment (a breakdown perhaps!?) or even a love story about a romantic trip with a loved one. Ladies, here is your opportunity to step into a male pasttime! I know you ALL have stories because I hear them at the monthly get-togethers, so cough them up!)*

## TECH TIP #3

### Better Looking Chrome Molding

If you have an ornament or molding made of Pot Metal and chromed, you can remove the dull circles around the pits using an ordinary pencil eraser. It won't remove the pit but it will make the piece look 90% better.

## TECH TIP #2

### Plugging Rubber Vacuum and other Lines

When doing maintenance and you need to plug the open end of a rubber vacuum line such as the dist. advance hose, just use a golf tee and poke it in the end of the hose. If you use a brightly colored one it will be easier to spot and not forget to reinstall the line.



#### (Flat Tappets cont'd again)

When it comes time to fire up an engine with a new cam, do not skimp on proper break-in procedure. Put moly lube on the lobes during installation and pour a can of break-in prelube into the oil pan in all cases. Any engine with more than 300 pounds of open spring pressure or 170 pounds of seat pressure (as multiplied by the rocker ratio) should be run in on the outer springs only.

For in-service engines, consider running cam and lifter prelube in the oil all the time, not just during break-in. Another alternative is to use heavy-truck diesel-oil, which is formulated for 18-wheelers and at present still has a full complement of traditional antiwear additives that have been significantly reduced in today's street-legal passenger car oils. (Though even diesel oils will start reducing zinc content in 2007 as big rigs gear up to receive catalytic converters.) Comp Cams swears by Shell Rotella T diesel oil for use in high-performance street cars. It's available in both mineral-based and full-synthetic formulations with both types containing basically the same superior additive package. Rotella viscosities are generally higher than today's modern formulations, but that's not a detriment for classic musclecars. Diesel oils also add a superior detergent package that can keep the piston rings cleaner for better oil consumption control. The drawback, if any, would be on a high-mileage engine where blow-by can cause detergent to accumulate in the combustion chamber, possibly contributing to detonation.

Modern heavy-duty truck diesel oils with lots of ZDDP additives will be marked "CI-4" or "CI-4 Plus." They also easily pass the API Service SL gasoline engine performance test (but due to the high ZDDP content, not the SL chemical composition specs). Such truck oils are an economical and effective solution for flat-tappet longevity, according to many sources.

Even better than diesel oil are specially formulated racing motor oils. Although the most expensive solution, these oils usually contain even more antiwear additives than diesel truck oil, as well as other performance-enhancing ingredients specifically designed for hardcore, high-performance gasoline engine usage. According to Cosworth's Thomas Hayden, some diesel oils may not have friction modifiers that he claims are helpful in preventing piston scuff on high-performance gasoline engines, especially if running modern low multiviscosity oils. But Dan Arcy, technical marketing manager for Shell Lubricants, takes issue with the importance of friction modifiers, which he says "are only present in the very low viscosity GF-4 oils for fuel economy reasons."

At any rate, because they have a full load of antiwear additives, today's real racing motor oils are sometimes marked "for off-highway use only" on the bottle. They definitely aren't embossed with the consumer-friendly starburst insignia. Such racing oils won't meet manufacturer's warranty requirements for new vehicles, may degrade catalytic converter performance in long-term use, and in some cases have not been formally submitted to the oil industry's current benchmark performance test and validation procedure. But for older cars running flat tappets, they are the best oils available.

If you make provisions to adequately lubricate the lifter/lobe interface, use only quality lifters, fill the sump with diesel or racing motor oils, and follow proper break-in procedure, any flat-tappet cam failures should be minimized. It's a lot more effort than we've become accustomed to, but if you still want to run a high-performance flat-tappet cam, it's something you'll just have to get used to doing.

[http://www.hotrod.com/techarticles/engine/flat\\_tappet\\_cam\\_tech/index.html](http://www.hotrod.com/techarticles/engine/flat_tappet_cam_tech/index.html)

## ST. PAT'S SOUP SUPPER

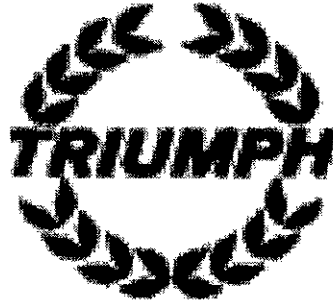
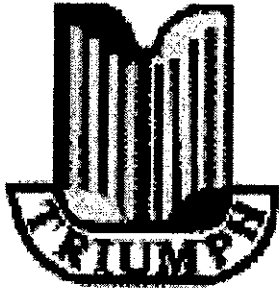
Happy spring to all of you and belated happy St. Pat's day. Barb and I want to thank those of you who were able to make it on the 17th to celebrate birthdays and St. pat's day.

For those of you not able to attend we missed you. There were about 20 of us who enjoyed a soup and salad event which was pot luck and actually very diverse. Artichoke soup, Tuscan bean soup, split pea soup, cucumber sandwiches, Swedish meatballs and at least 3 home made Irish soda breads. (Even "Martha" would have been impressed)! The deserts were great also. Woody, Barb is sorry but she had to eat your share of the birthday cake!

We did not receive many RSVP replies for this event so we are wondering if perhaps some of you did not get the invitation. Please let us know as we want to make sure everyone is on our e-mail roster.

Barb & Ray

*(Ed. Note: If you plan on attending an event that is being hosted by another member, common courtesy is to RSVP so the hosts can make proper preparations to make the event stress free and fun for everyone!)*



(Flat Tappet's cont'd)

### Cam Quality Control

Motor oil industry sources maintain that even with their significantly reduced antiwear additive content, the new oils still pass standard industry tests that measure valvetrain wear (including with flat tappets). But cam grinders counter that the type of heat-treat used on the reference test cams was atypical of standard industry practice. Who's right on this one is hard to determine.

The overwhelming majority of industry flat-tappet cam blanks are made by two big independent factories in Michigan. In other words, just about everyone's flat-tappet cam blanks are, says Rabotnick, "cast in the same place, and the hardening for them is all done in the same place. A cam blank doesn't know whether it'll be any specific blank; the various cam grinders merely put the finished lobes on the already hardened blank. In fact, for high-volume cams, some cam companies may outsource the entire production of the cam to one of these two big factories." Since these factories have been making cams to OEM quality standards for years, and they supply the cores for just about everyone, it's hard to accept that they would be putting the wrong heat-treat on them, or that the standard test would use a weird heat-treat not supported by mainstream core manufacturers.

Cam company insiders do allow that in recent years the major cam companies have tightened up their tolerance standards, revised their heat-treat specs to conform to the latest industry practice, and even changed the lobe taper to ease critical cam break-in. The new tapers help the lifters rotate easier at the possible expense of slightly shortened life over 100,000 miles. Comp Cams says it has done "a tremendous amount of work" improving the Parkerized finish of the cam and lifters. According to Billy Godbold, Comp has improved control over the acids used in the process and reduced the grain size of the phosphate crystal structure. "This better spreads the load and improves the resulting finish while still leaving extra phosphates for the surface."

The argument has also been made that today's cutting-edge cam profiles are more aggressive than those of 20 or even 10 years ago. Just as profiles got more aggressive, lifters went south and motor oil was reformulated. Something had to give. This argument is disputed by Comp's Godbold, who points out, "Cams fail top-down, not bottom-up," meaning that the more aggressive profiles actually allow a larger nose radius, reducing overall loading. "We have less cam failure on the Xtreme Energy line than on the old Magnums," Godbold maintains. On the other hand, because the profiles are more aggressive, many builders are using higher spring loads than the previous norm, then failing to break in the cam on the outer springs only. My opinion is that cams from reputable manufacturers never sacrificed quality; however, today's production from major manufacturers is by necessity improved from that of five years ago in an attempt to crutch the cams' inevitable use with reformulated motor oils and offshore lifters.

### Other Factors

Rabotnick mentions yet another possible contributing factor: "Many daily-use or street/strip hot rod engines are built up from 35-to-40-year-old engine blocks. The average builder never checks the lifter-body-to-lifter-bore clearance. It may have doubled. Pro guys bush the lifter bores, but most homebuilders just dust the bore with a brake-hone to make the bore smoother and remove varnish. If there's more than 0.001-0.0015-inch clearance, you could be in trouble." But Comp's Godbold counters, "We see the same type [of] problems whether it's a brand-new CNC-machined Dart block or a junkyard block."

What may actually be contributing to this perceived block problem is the way engines are currently built. As Comp's Scooter Brothers points out, "Most performance engines today use windage trays, limit oiling to the top of the engine, modify rod side-clearance for less splash oil, and use special oil pans. This has greatly reduced the oil film at the camshaft/lifter interface."

### What to Do About It

Obviously the ultimate solution to flat-tappet failure problems is to not use a flat tappet -- just move up to a roller camshaft. But due to financial and/or specific racing body rules limitations, that is not always possible. On the extreme high end, NASCAR Nextel Cup engine builders use their own exotic custom tool-steel cam billets and \$1,200 tappets, but that stuff is way beyond the average enthusiast. What's the average hot rodder to do?

If you are building up the engine from scratch and intend to run flat tappets, adjust your build specs and technique accordingly. Don't excessively restrict oil to the lifter galleys, check and maintain proper tappet-bore clearance, and consider grooving the lifter bores for increased lubrication (Comp has a special tool for this). Where offered, use beehive springs in place of traditional heavy-duty dual springs. "With the beehives, you get better control with less load," says Godbold. Above all, avoid no-name, brown-bag, offshore lifters like the plague. True, they're much less expensive, but you get what you pay for. We can say with reasonable confidence that all major cam companies are currently supplying quality lifters with their cams. For you GM guys, there's also the real GM or ACDelco solution. (cont'd)



## Flat Tappet Cam Tech - Righting the Wrongs

**Flat tappet cams have been failing at an alarming rate lately. We dig into what causes these failures, how to fix them and how to prevent future failures.**

By Marlan Davis

For the last several years, many engine builders and individual hot rodders have experienced a raft of seemingly unexplained flat-tappet camshaft lobe failures. As one engine builder puts it, "I've failed more cams in the last three years than I have in the last 30." There are several theories as to the primary causes of these failures, and with all the usual finger pointing and blame game such unfortunate episodes inevitably generate, the result has been a muddying of the waters that's left average hot rodders confused and uncertain as to the best course of action. What's the real source of the failures, and more importantly, rather than whining over spilled oil, what can be done to minimize the occurrence of these failures? Various parties have blamed camshaft manufacturing quality control, inferior flat-tappet lifters, the aggressiveness of today's modern cam profiles, and engine oil formulation as the primary factors behind the failures. What we know for sure is that the most serious complaints have cropped up within the last three years or so, around the time that major changes occurred in both the flat-tappet manufacturing industry and in the formulation of passenger car and light-duty truck motor oils.

### The Great Lifter Shortage

New automobile manufacturers basically call the tune when it comes to supplier capacity and even motor oil composition due to the OEMs' huge production volumes in comparison to aftermarket requirements. Flat tappets are not used in today's new cars. All current pushrod engines use roller tappets, while overhead-cam motors use either rolling or sliding tappets. From the standpoint of the traditional lifter-supply companies, five years ago it looked like there was no future in the flat-tappet lifter business -- the projected volume was insufficient to justify investing in new tooling and equipment.

As Survival Motorsports' Barry Rabotnick puts it, "Go back five years ago and there were a bunch of U.S. companies making flat-tappet lifters -- Eaton, Delphi [GM], Stanadyne, and Hylift [Johnson]. Within about a three-month window, two out of the four went out of business. Eaton decided it no longer wanted to be in the flat-tappet business -- there was no volume -- and it sold out to Stanadyne, which initially added no capacity and in fact shut Eaton's line down. Hylift -- the premiere supplier of Johnson lifters to major cam companies as well as aftermarket suppliers such as Federal-Mogul -- went through one of those corporate scandals we've sadly become all too familiar with before going bankrupt."

GM's lifter foot and body are made from dissimilar materials joined by proprietary processes. Identify them by a distinct parting line or discoloration near the bottom of the lifter body. Traditionally pricey Chevy hydraulic lifters were sold individually (GM PN 5232720 or ACDelco PN HL66), but a set of 16 (PN 12371044) is now available from GM performance dealers like Burt Chevrolet at a much more friendly price.

This led to the flat-tappet lifter shortage the industry experienced several years ago. GM was still in business, but it made lifters primarily for GM products, and they were pricey. As a major OEM supplier, Stanadyne had other fish to fry and initially did not increase its flat-tappet production capacity. Cheap, poorly made offshore lifters flooded in to take up the slack. Most of these inferior lifters had questionable metallurgy, a poor surface finish, and an improper crown radius. But they were affordable and available.

Major cam companies, including Comp and Crane, maintain that they never sacrificed lifter quality or sold inferior lifters. "We figured we were better off selling nothing than selling junk," says Crane's Chase Knight. Yet some engine builders insist there was a definite durability difference in lifters produced prior to '01 compared to some later production runs. At present, GM continues in business with a good lifter, Stanadyne has finally geared up again (it currently has about 70 percent of the lifter market), and Johnson is back in business. But the off shore stuff still permeates the market, and many budget hot rodders are tempted to use them even on name-brand cams because the price is so low compared to the quality U.S.-made parts. Unfortunately, without lifter disassembly, it's nearly impossible for the average hot rodder to identify its manufacturer -- and, hence, its quality. One exception is genuine GM/ACDelco/Delphi tappets.

### Reformulated Motor Oil

For severe-duty use with mechanical cams, Comp Cams offers an optional solid lifter with a small oil hole in the foot that provides positive lubrication at the cam lobe/lifter contact point. They are available for both 0.842-inch-od GM (PN 800-16) and 0.875-inch-od Ford (PN 817-16) applications.

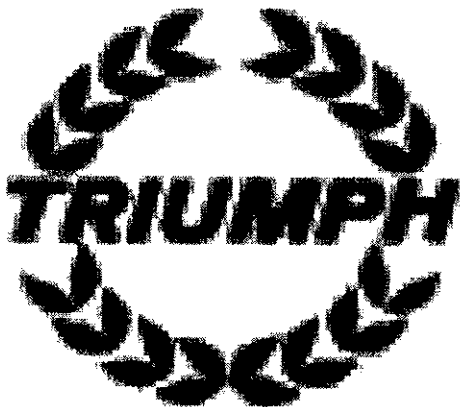
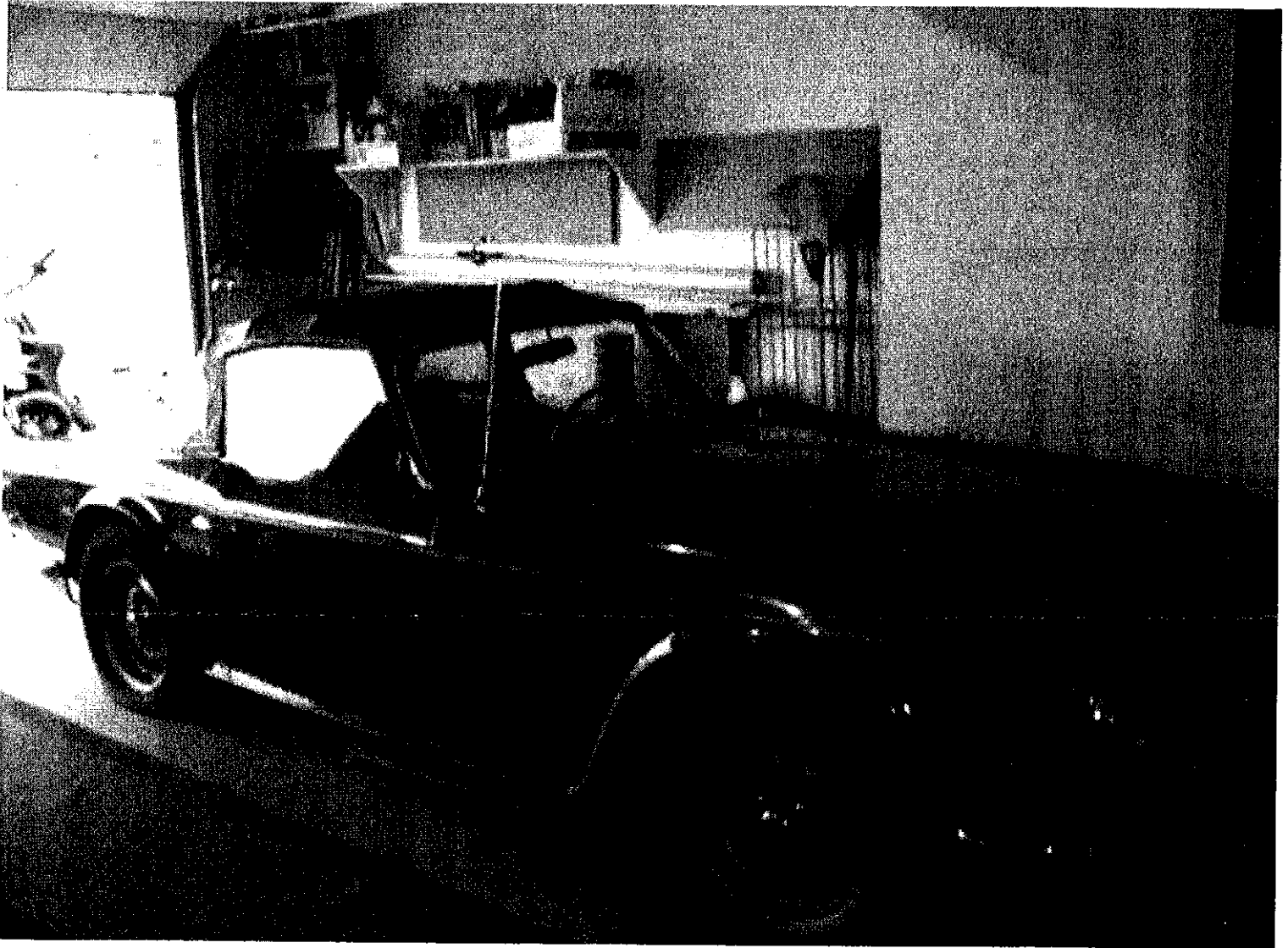
Around the time of the flat-tappet lifter shortage, motor oil was experiencing its own changes. Engines with flat-tappet cams have extremely high pressure loading at the contact point between the lifter crown and the cam lobe. According to Mark Ferner, team leader for Quaker State Motor Oil Research and Development, "Even stock passenger cars can see pressure in excess of 200,000 psi at the point of flat-tappet/cam lobe contact." To prevent excess wear, traditional motor oil included a generous dose of antiwear additives, primarily zinc dialkyl dithiophosphate (ZDDP). "The chemistry is such that the additive is a combination of zinc and phosphorous," says Rockett Racing Fuel's Tim Wusz. "Typically the phosphate amounts are about 75 percent of the zinc amounts. For example, if there was 0.100 percent zinc by weight in the motor oil, then the phosphate is about 0.075."

Ferner adds, "The zinc reacts with the cam lobe's iron surface. That creates a sacrificial chemical coating strong enough to keep parts separated to reduce the wear." Although great for keeping a flat tappet alive, as an engine ages and develops blow-by, some of the additives flow out the exhaust where they can degrade oxygen sensor and catalytic converter performance. Faced with ever more stringent emissions standards and the governmental mandate for extended emissions-control-system warranties, the OEMs got together with the motor oil makers and decided to reduce the amount of ZDDP in street-legal, gasoline-engine motor oils. After all, they weren't needed with modern roller lifters and overhead-cam followers. The reduction first started in the mid-'80s, and it has been a gradual process, but the latest API SM and GF-4 specs have reduced ZDDP content to such an extent that the new oils may not provide adequate protection for older, flat-tappet-equipped vehicles running nonstock, performance cams and valvetrains. And it will only get worse; projected future oil spec revisions will likely reduce ZDDP content even more. (Cont'd)

**FOR SALE:**

1970 TR6, last driven 1996 and been setting as pictured since. New spare parts include short engine block, pistons, rods, crank and some misc.

Car is in Olathe, call @ 913-782-7669. (Ed. Note: I have more pics and will post them at the site. I bumped into this guy at VB while picking up some parts.)

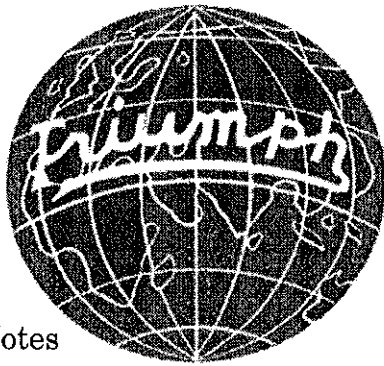


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## Tech Tip #2

### Better Looking Chrome Molding

If you have an ornament or molding made of Pot Metal and chromed, you can remove the dull circles around the pits using an ordinary pencil eraser. It won't remove the pit but it will make the piece look 90% better.

## Editors Notes

First, I would like to thank those who complimented me on my first newsletter. I want everyone to know that I

have set up a Yahoo Group for us at: <http://autos.groups.yahoo.com/group/KCTSCC/>

I am the moderator and have set it up so that I have to approve you before you can post. This isn't to frustrate you but to keep out the spammers. So be patient with me, make sure your dues are paid and log in! I have been putting all the events in the calendar. You should get an email a week before each event and again the day before as reminders. If you have parts or a car for sale or are looking to buy, here is an excellent place to post. All members that have signed up here will get an email with your post. Got a question about a problem with your car? Post it. Someone may know how to fix it. I would like to have all of our members who have internet access to be signed up.

### AND HERE IS WHY:

I know that a few of you are like me and use the web to learn more about my Triumph and get ideas for improvements, both mechanical and visually. I use a number of resources - personal web pages, forums and commercial web sites are just full of the stuff that keeps me busy on my computer longer than I should. But I guess it beats channel surfing. Anyway, I plan on posting as many Triumph related links on the Group site under 'Links'. I would also like to get a picture of everyone with their car posted in the photo section. I know we are limited on space, we shouldn't have a problem. I also will be posting as many tech articles there as I can scrounge up. But the coolest part is that YOU TOO can post your favorite links, photos and articles!! I don't want this to be MAX'S TRIUMPH GROUP. So I got the ball rolling, you can keep it going!

Max Eulert

Editor-in-Chief

### FOR SALE:

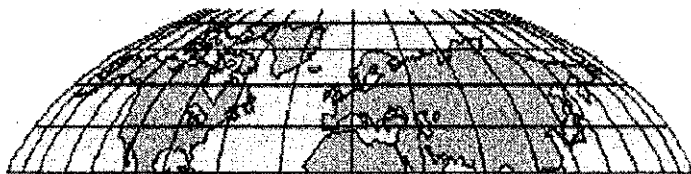
Free to a good home (or any home for that matter ) home-made bead blasting cabinet. Plywood with steel support legs. 4' wide by 2' deep and about 6' tall. Includes fan, gloves and plexiglass window (needs replacing ). Doors on both ends. Works well but does leak some beads around the doors. Give me a call at 913-205-4631 or e-mail if interested. Could deliver if necessary.

Thanks

Gary Davis

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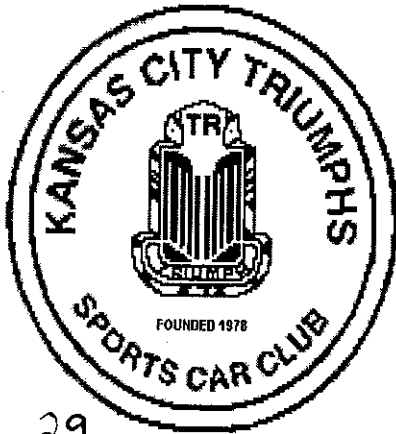
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816.348.0773, jack-edwards@sbcglobal.net  
**Assistant Director:** Clay Cooper  
913.727.2422, dynamisdude@aol.com  
**Secretary/Treasurer:** Ray Overton  
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**Historian:** Paul McBride  
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**Technical Advisor/Publicist:** Gary Davis  
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**To Join or Make Mailing/e-mail changes contact:**

Ray Overton  
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**Annual Dues are \$20**  
**Newsletter Articles/Classified Ads/Business Ads Contact:**  
Max Eulert (See Above)

29  
Volume ~~XXVIII~~ Number 2

~~February/March~~ 2007

APRIL / MAY  
<http://autos.groups.yahoo.com/group/KCTSCC/>

## DIRECTOR'S CORNER

The top has been up on the 4A longer this year than any time since we have had it! Just when I think I can put it down for the summer it gets cold and rainy again. When we first got the 4A I had Laraine believing that you could not be in a group event with the top up unless it was snowing. This worked for awhile and then we showed up at an event and everyone else had their tops up - that was the end of the good times. I'm ready for the good times to roll!

I want to apologize for missing the last club night out. We have been having a good turnout. We finally got back into the KC Star and have had several calls from it. Then all of the sudden we disappeared from the paper again. Several of us went to the KC Car Show and while roaming around I ran into the lady that takes care of the goup listings from the Star. I mentioned what had happened and she got us right back in.

The MG club is touring the Armacost Museum the 31st at 10 AM and have invited us to join them. If you haven't seen it before, it is well worth the time.

## HELP!!!!

We need a volunteer to organize the rally for the All British this year. John Maas has done the last several years but can't this year. John has said that he would help whoever does it as much as he can. Call or e-mail me and I will let Dave Mackintosh know. See you at the Spring Tuneup!

**JACK**

---

### Tech Tip #1

#### Replacing Nuts in Tight Quarters

When attempting to replace the nuts on your TRs exhaust pipe at the bottom of the manifold, with limited space here's a trick. Put two nuts into your socket and take a dab of grease to anchor the lock washer on top. With a long extension, swivel socket and 1/2" socket you can offer up the socket and screw on the lock washer and first nut in the socket in a spot where you can't get your hands easily! Works like a charm.





**KANSAS CITY  
TRIUMPHS  
SPORTS CAR CLUB**  
Volume XXIX Number 3  
June/July 2007

**GOT YOUR DUES  
PAID UP?**

October 1<sup>st</sup> is the  
deadline, why not send  
Ray a check today?

**THE BROWN RAT IS BACK!!!!!!**

**CLUB OFFICERS 2007**

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**TO JOIN/PAY DUES/MAKE ADDRESS CHANGES CONTACT:**

Ray Overton  
13013 West 101<sup>st</sup> Street  
Lenexa, KS 66215

**ANNUAL DUES ARE \$20**

**NEWSLETTER ARTICLES/FOR SALE/ADVERTISING:**

Woody Underwood (See above. Microsoft Word Documents, Arial 10 font appreciated)

<http://autos.groups.yahoo.com/group/KTTSCC/>

**EDITOR'S NOTES:**

Yep, me and the Brown Rat are back! Max had a major out-of-town career change happen and the Newsletter was just a bit much to take care of and make a living too...so let's all thank him for a noble, albeit short lived tenure as Editor.

He had some big plans in the works, like pictures (Hey, like my new boxes?) so I'll try and see if the Microsoft stuff can give his Apple a run for the money.

The BIG thing...keeping everybody's accounts straight (Who's paid up, who's not) has become a nightmare. How doe's this affect me the Editor? Well, the fewer issues I (And Holly) print, fold, staple, stamp is good...saves the Club money and us some time. After going through the membership list tonight I found 45 no-pays out of 100 some enthusiasts getting the Newsletter. Traditionally, we all pay up at the All Brit. That's not working so I have proposed to the Board that we just send out renewals every year October 1<sup>st</sup>...if you're not paid up by then your name will be deleted from the membership/mailling list. Remember, Board Members and advertisers get a freebie.

Other than that, too bad the weather hasn't shone on the Triumphs this year...but don't despair, plenty of sunshine left for us out there in '07.

And I'll get that logo cleaned up!

I'll also make an effort to maintain the Yahoo! group site.

Woody Underwood

P.S. A current Roster of members is included in this Newsletter

From Ray Overton: We will accept payments at the All Brit...but that's the last time. Everybody not paid up by October 1 this year will be deleted from the membership list...meaning you will no longer be eligible for a discount at Victoria British or receive the Newsletter. In the future, everybody will be asked to pay on a specified date to be determined.

Bob White, charter member of Kansas City Triumphs, died yesterday at the age of 80. He was a charming, enthusiastic, active member of our club from the beginning until Alzheimer's crept up a decade ago. We remember the annual swim parties when he & Esther shared their backyard with us. The many summer club trips to the Ozarks, and Bob's fabulous collection of British cars. (Original 30,000 mile '58 TR3, Triumph razor-edge saloon, low mile XKE, restore Jag 120 DHC) The home on Metcalf's White Haven Estates is distinguished by the long row of garages. Many of us stopped by when we saw Bob & Esther sitting out front and enjoyed drinks and conversation.

Bob really enjoyed the friendship of Triumph people and often said it was the best car club going. He has been missed! The obit is in today's KC Star and condolences can be expressed at [www.porterfuneralhome.com](http://www.porterfuneralhome.com). Paul McBride

For members info.

Shore Tire now has a wheel balance mach. that will do spoke wheels .I had mine done and it is the best balance that I've been able to get yet.Ask for Leland Lemmon and say Ray Overton sent you in.

Ray

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## DIRECTOR'S DRIPINS

May 12, I finally have had the top down for a week! It doesn't get wet in the garage! I got up early last Saturday, washed the princess and got her all ready for the show at the Art Institute. I put the top down, put on the tonneau pulled out of the garage ready to go and here came the rain. I pulled back into the garage muttered a few ####\*\*, I learned from reading about Richard Nixon. Instead Laraine got to go to a pancake breakfast.

I remember the old days (mid 60's), Laraine & I finally got a second car, a 1964 Triumph TR4, black with a red interior. Being a second car that I drove everyday (when it was running) it didn't seem to matter if it was raining or snowing, I had to drive it to get to work! We had a lot of good times in the 4. One weekend we took all 3 kids to St Louis in it. If we had waited another month we wouldn't have got them squeezed into the back seat? Another weekend we took off for Omaha, that was the weekend I learned how to adjust the clutch on the side of the road in the rain & mud. The same trip I learned that when you broke a fan belt you could have your wife take off her panty hose and use them to get to a service station. What would we do today? No panty hose and I can't get under the car without jacking it up!

After a couple of years Laraine's mother called me to tell me there was a beautiful triumph for sale by owner at 67<sup>th</sup> & Metcalfe. My opinion of my Mother in Law changed completely!! We ended up buying a 67 TR4A, solid axle black with another red interior. Life was good.

For his college graduation present my brother traded us his Rambler for the 4A for the last month of school. This turned out to be the most expensive gift I ever gave anyone! On his way home from Arkansas he called us from Joplin wondering whether I should get a tow bar and come get him? He was using about a quart of oil every 50 miles. I told him oil was cheaper than tow bars, if it quit running call me!! He finally limped into Liberty. I ended up rebuilding my engine, Laraine didn't know anything about engines so I got by with a lot more than I could today. Cam, 87mm pistons etc. It ran really well, I could bury the speedometer in 3<sup>rd</sup> before red lining.

In 1971 we bought a farm, and Laraine said we had to sell the TR4A and the Model A, a whole story in its self. We had an extended dry spell with no

sports cars, almost 30 years. I was always drooling on every sports car I saw.

Look for the next installment of our exciting story, next newsletter. "Jack's second childhood"

## DIRECTORS DRIPINS II

A lot is happening in the group, it's just all behind the scene. You all know about the rain it has ruined every event so far! Saturday, June 30<sup>th</sup> is going to be the first of; I hope many events that aren't rained out.

Our Newsletter Editor has a new job in Hays, Kansas and our old editor has stepped forward to take over. Please help Woody out with this, if you don't submit news there isn't any news to print. Remember if you are putting on an event you need to write a report on it afterwards for the newsletter.

Having a new treasurer has complicated getting the new membership roster to you. I'm not saying it is Ray's fault, I'm saying changing computers really messes up things. We are working on a new method of collecting dues for 2008, watch the newsletter for details.

Victoria British has requested a copy of our paid members to check before they give you a discount. This is a very lucrative benefit for membership in our group; you can save more than your membership cost in one order.

Please RSVP when you are going to attend an event! If something happens at the last minute it is only polite to notify the hosts too. Remember we are a British Car group and should be as strait laced as our British Heritage sometimes.

I have been receiving at least 3 calls a month from the KC Star announcement. If you have any ideas or events you would like to see us do call one of us and talk it over. I personally think we may need to have more than one planning meeting a year. Things change and it rains and floods, let me know what you think. If you are going to the VTR let me know, I have a free lunch to give you.

Hope to see you all soon, with your tops down and a big smile on your faces.

Jack



**KANSAS CITY  
TRIUMPHS  
SPORTS CAR CLUB**

**OFFICIAL ROSTER  
2007**

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Ron	Ashton	1321 NW 47th St.	Kansas City	Mo 64116	Louise	816-746-8755		TR6
Mike	Barron	166 Beach Dr	Lake Tapawing	Mo 64015	Cheryl	816-229-5194	mbarron37@comcast.net	TR3
Peter	Beyer	7315 Rosewood	Prairie Village	Ks 66208	Deb	913-362-2492	pbeyer@kumc.edu	TR3A
Richard	Binkley	11412 S. Hunter Dr.	Olathe	Ks 66061	Jeanie	913-898-7350	henbin@aol.com	TR6
Larry	Birks	26400 S Hickory Trail	Harrisonville	Mo 64701	Linda	816-380-1096	brgr3@earthlink.net	TR3A
David	Blasiar	5110 W 111th Ter	Leawood	Ks 66211		913-345-8967	BlasiarDA@bv.com	Spitfire
Edward	Blend	13769 Pembroke Cr	Leawood	Ks 66224	Irene	913-897-2348		Spitfire
David	Boucher	14337 Twilight Ln	Olathe	Ks 66062	Stacy	913-829-1672	debouche@juno.com	TR6
Don	Boyko	16205 W 124th Circle	Olathe	Ks 66062	Debbie	913-829-7303	captdon001@comcast.net	TR3B
Stephen	Boyse	1211 W 114th Terr	Kansas City	Mo 64114	Sandra	816-942-2710		TR6
Richard	Brockman	P.O. Box 131	Shawnee Missi	Ks 66201		913-384-6700		TR3
Rev. Rich	Bruenger	2220 8th St	Clay Center	Ks 67432	Marilyn	785-632-3465	BRUENGER@KANSAS.NET	TR6
Guthrie	Carroll	9001 Outlook Dr	Overland Park	Ks 66207	Alice	913-381-2348	alicecarroll@kc.rr.com	TR3B
Catherine	Clark	15627 W. 90th Ct.	Lenexa	Ks 66219		913-322-3389	catclark@everestkc.net	Spitfire
Don	Closson	627 E 46th St	Kansas City	Mo 64110	Jamie	816-753-7130	donclosson@juno.com	TR3
John	Cochran	4530 Woodstock	Shawnee	Ks 66218	Marlene	913-322-1744	msamerica67@everestkc.net	TR3B
Clay	Cooper	25531 Tonganoxie Rd	Leavenworth	Ks 66048	Donna	913-727-2422	dynamisdude@aol.com	TR3B
Gregory	Copeland	2118 S. 133rd. Ave	Omaha	Ne 68144		402-618-4979	copeland62@cox.net	TR6
Diane	Colton	1208 Susan	Kearney	Mo 64060		816-903-6871	dianecotton674@msn.com	MGB
Martha	Culbertson	3525 NE 47th Terr.	Kansas City Mo	64117		816-		TR6
Mark	Curry							
Ed	Curry	10044 W 118th Terr Apt 6	Overland Park	Ks 66210	Tricia	256-630-9816		TR3A
Gary	Davis	20904 Whispering Dr	Lenexa	Ks 66220	Dawna Ada	913-441-2733	adams2davis@msn.com & g	TR3
Eric	Dieckhoff	14704 S. Brougham Dr.	Olathe	Ks 66062		913-393-0925	Weezer39087@yahoo.com	TR6
Gerald	Dyke	29411 NE 184th	Lawson	Mo 64062		816-580-7448		TR3A
Jack	Edwards	9200 E 201 St	Belton	Mo 64012	Laraine	816-348-0773	jack-edwards@sbcglobal.net	TR4A
Gerald	Estep	313 S. Brittany Dr.	Olathe	Ks 66061	Pat McNeal	913-782-3852		GT6
Max	Eulert	7203 Pennsylvania	Kansas City	Mo 64114		816-333-1468		
Bill	Farrow	800 S. Meadowbrook	Gardner	Ks 66030	Bev	785-242-4104	wmfarrowjr@aol.com	TR6

6/25/2007

Pat	Fischer	20008 Riggs	Stilwell	Ks 66085 Roger Elliott	913-897-9543	pfischer@rmi.net	TR250-Sp
Stephen	Fischer	915 SE 5th	Lees Summit	Mo 64063 Suzanne	816-347-8670		TR6
	Foreign Car Ent.	2342 HOLLY	KANSAS CITY	MO 64108	816-471-6687		
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Rich	Germinder	606 Meyer Blvd.	Kansas City	Mo 64113 Lea-Ann	201-894-7821	rich.germinder@unilever.com	TR6
Jeff	Givens	229 Carriage Crossing	Lansing	Ks 66043 Micki	913-727-9075	Givens@lvnworth.com	TR3A
John	Goans	5919 Northern	Raytown	Mo 64133	816-358-7251	jobago2@comcast.net	TR2
Gary	Gumminger						
Mike	Hamilton	4606 W 82 Ter	Prairie Village	Ks 66208 Lisa	913-648-1422	mlam:@compuserve.com	Spitfire
Jack	Hanlan	12207 Avila Dr	Kansas City	Mo	816-941-2228		TR6
Tom	Hawkins	11617 E 19th St	Independence	Mo 64052	816-254-0998		TR6
Charlie	Hoch	7071 S W Fountaindale Rd	Topeka	Ks 66614-Melanie	785-478-3799	Choch@cox.net	Spitfire
Bernie	Hoff	634 W 131 Terr	Kansas City	Mo 64145 Suzanne	816-320-3272	bchseh@swbell.net	TR6
Russel	Holland	18814 Snow Rd	Holt	Mo 64048 Judy	913-432-4020	rjh3272@wmconnect.com	TR2
Robert	Homer	3109 S 49th Terr	Kansas City	Ks 66106	913-334-1651		TR6
Dan	Isbell	79 N 76th St	Kansas City	Ks 66111	913-334-1651		Spitfire
Tim	Johnson	11109 W 131 Terr	Overland Park	Ks 66213 Cathy	913-685-9405		TR6
Stephen	Johnson	2136 Rock Creek Rd	Ottawa	Ks 66067 Ruth	785-242-3749		Spitfire
Ken	Keith	7831 Chadwick	Prairie Village	Ks 66208 Char	913-642-4010	kenkeith@kc.rr.com	Spitfire
Nathan	Keith	920 S Rock Rd #234	Wichita	Ks 67207	913-526-4007		TR7
Charles	Kigar	9930 England St	Overland Park	Ks 66212 Pamela	913-894-8538	Ckigar@hexnut.us	Spitfire
Dean D.	Kohler	31458 Santa Fe Rd	Paola	Ks 66071 Edith	913-294-3174		Spitfire
Sandy	Krug	44 LeMans Court	Prairie Village	Ks 66208 Barbara	913-642-6857	skrug@kc.rr.com	TR6
Steve	Land	532 31st Ave	Seattle	Wa 98122 Paula	206-720-1452	xm1steve@gmail.com	Spitfire
Tom	Leiker	21213 Bittersweet Dr	Lenexa	Ks 66220 Kathy	913-422-3552	mkleiker@kc.rr.com	TR3A
James	Lifjgren	6304 W 76th	Prairie Village	Ks 66204 Maureen	913-642-1164	maureenmiller@juno.com	Spitfire
Terese	Long Motor Co.	14600 W 107TH ST	LENEXA	KS 66215	913-541-1525		
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John	Maas	5740 N. E. Wilson Blvd.	Kansas City	Mo 64118 Nancy	816-452-9097	jnmaas@sbcglobal.net	TR6
David	MacIntosh	552 S Hardy	Independence	Mo 64053 Robin	816-254-5614	sparklein@msn.com	TR6
Bob	McBean	8221 W 101st St	Overland Park	Ks 66212 Marilyn	913-341-4124	MCBEANRP@EARTHLINK.N	TR6
Paul	McBride	22714 W 51St	Shawnee	Ks 66226 Margaret	913-441-0499	pmcbr3@everestkc.net	TR3
Ed	McCoy	1037 Broadmore	Liberty	Mo 64068 Laurie	816-415-4838	ELMCCOY1@MSN.COM	TR3
Bill	McMichael	310 NW Moore	Lees Summit	Mo 64081 Sue	816-524-5214		TR3A
Lawrence	Metcalfe	8900 Horton	Overland Park	Ks 66207	913-642-7031		GT6
Lynn	Metzger	1909 River Ridge Rd	Lawrence	Ks 66044 Susan	785-843-3903		TR3A
Mark	Meyer	16530 State Ave	Basehor	Ks 66007 Renee	913-724-1890		TR3A
Jaun	Millan	2608 W Whitney St	Olathe	Ks 66061 Natasha	913-884-7805		TR6
Larry	Mokofsky	8287 Monrovia	Lenexa	Ks 66215	913-492-8287		TR 2000

Kevin	Myers	PO Box 157	Queen City	Mo 63561	660-766-2866
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Jeremiah	Perkins	260 W Arrow	Marshall	Mo 65340 David	660-831-1818 perkins5@iiland.net
Ron	Quesenberry	9513 E 68th	Raytown	Mo 64133	816-737-1174
Bill	Randolph	5330 Harrison	Kansas City	Ks 64110 Deborah	816-361-7721
Michael	Repper	14679 S. Lucille St.	Olathe	Ks 66062 Sharon	913-814-0714 mizzoualums@comcast.net
Ron	Riggs	1907 W 24 Ave #15A	Emporia	Ks 66801	620-342-6925 riggs3234@cableone.net
Harvey	Robins	PO Box 8122	St Joseph	Mo 64508	816-279-2383 stjoemichael@yahoo.com
John	Schonberger	22620 West 51st	Shawnee	Ks 66226 Darcy	913-441-5354 jodaro@msn.com
Kevin	Shaw	12125 Mastin St	Overland Park	Ks 66213 Shannon	913-825-4727 nshaw@usenergyservices.co
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Larry	Sleezer	1608 Sleepy Hollow Circle	Olathe	Ks 66062 Debbie	913-780-6009 jsleezer1@comcast.net
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	Wyatt	1002 N E 43 Terr	Kansas City	Mo 64116	816-452-5513 kwymore7788@sbglobal.net
	Wymore	9726 Chadwick Dr.	Overland Park	Ks 66206	913-642-1769 cyn@2020@sbglobal.net

## KANSAS CITY TRIUMPHS EVENTS 2007/2008

Everything posted is of course tentative depending on attendance and the weather. Please contact the point persons listed with an RSVP if you plan to attend an event, they appreciate it. **BOLD** means it's an official Triumph Club event. Contact the Newsletter Editor, Director or point person about changes. Everybody's contacts are listed in your roster or on the front page of this Newsletter.

<b>July 5</b>	<b>Club Night Out @ Jake's 6:30 83<sup>rd</sup> and Wornall KC, MO. (Same place every month)</b>	<b>Jack Edwards</b>
July 7	SCCA Races @ Heartland Park Topeka	???
July 10	MG Social	Steve Olson
<b>July 14</b>	<b>Crown Center British Car Show</b>	<b>Jack Edwards</b>
July 14	KCMG Drive-in Night	Steve Olson
<b>July 17-21</b>	<b>VTR Valley Forge PA</b>	<b>Jack Edwards</b>
July 28	Carthage Car Show	???
<b>August 2</b>	<b>Club Night Out</b>	<b>Jack Edwards</b>
<b>August 11</b>	<b>Picnic and Pictures @ The Birks in Harrisonville</b>	<b>The Birks</b>
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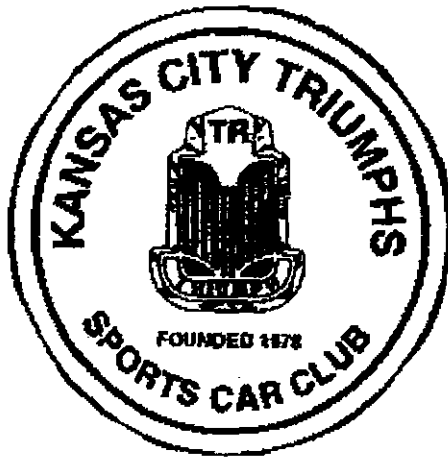
13013 West 101<sup>st</sup> Street  
Lenexa, KS 66215

R2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
R6 TR7 TR8 Spitfire GT6 Stag TR2 TR3A TR3B TR4 TR4A TR5 TR250 TR6 TR7 TR8 Spitfire  
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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 XXIX Number 4  
August/September 2007

**GOT YOUR DUES  
PAID UP?**

October 1<sup>st</sup> is the  
deadline, why not send  
Ray a check today?

**NO RAIN, NO RAIN, NO RAIN**

**CLUB OFFICERS 2007**

**Director:** Jack Edwards  
816.348.0773, [jack-edwards@sbcglobal.net](mailto:jack-edwards@sbcglobal.net)  
**Assistant Director:** Clay Cooper  
913.727.2422, [dynamisdude@aol.com](mailto:dynamisdude@aol.com)  
**Secretary/Treasurer:** Ray Overton  
913.894.9326, [roverton@kc.rr.com](mailto:roverton@kc.rr.com)  
**Historian:** Paul McBride (Co-Founder)  
913.441.0499, [pmcbr3@everestkc.net](mailto:pmcbr3@everestkc.net)  
**Advisor/Publicist:** Gary Davis (Co-Founder)  
913.441.2733, [adams2davis@msn.com](mailto:adams2davis@msn.com)  
**Newsletter Editor/Publisher:** Woody Underwood  
816.523.8356, [wunderwood@kc.rr.com](mailto:wunderwood@kc.rr.com)

**TO JOIN/PAY DUES/MAKE ADDRESS CHANGES CONTACT:**

Ray Overton  
13013 West 101<sup>st</sup> Street  
Lenexa, KS 66215

**ANNUAL DUES ARE \$20**

**NEWSLETTER ARTICLES/FOR SALE/ADVERTISING:**

Woody Underwood (See above. Microsoft Word Documents, Arial 10 font appreciated)

<http://autos.groups.yahoo.com/group/KTTSCC/>

**EDITOR'S NOTES:**

Yes, you're getting another Newsletter right after you got the last one and it's short and sweet. We were a bit behind so this keeps Paul happy for the Club never missing an issue and puts everything back on schedule. Hope you looked over the Roster included in last month's issue...there were errors and we knew there would be. Send corrections to the Secretary so they can be resolved.

This issue is only being sent to paid up members, the last one went to everybody on the mailing list and it amounted to 120 enthusiasts. About 90 this time, but hopefully with the last broadcast we will call in some folks who just haven't gotten around to re-joining for one reason or another.

Jack is working away on getting a real web-site going at an affordable cost, so we should all look forward to that.

Rat is unhappy and bit me big time at the last CNO...he needs to run.

Advertisers: You were supposed to be billed last February for the upcoming year and I've just found out it didn't happen. Don't fret, you will still receive the Newsletter and get your message in for free this year...you will be billed next February for 2008.

Woody

**PAST EVENTS:**

Not much to talk about here, unfortunately.

The Wine Evening got rained out, although 5 brave couples managed to make it there...and then scoot home safely. Then the Liberty Cruise/Wabash night had the same circumstances occur. A few people showed up from north of the river, but from the south there was no way anybody was going to show.

## DIRECTOR'S DRIPPINS II

(JACK'S SECOND CHILDHOOD)

When we left our first exciting chapter Jack had not had a triumph for almost 30 years. During this long dry spell (no oil on the garage floor) Jack and Doug Lyman became good friends. During this process they found they shared a love (TRIUMPH'S). Whenever they got together they would reminisce about their adventures and fond memories of their TRIUMPH'S. Doug's first car was a TR4 that he had a lot of adventures in. It somehow ended up meeting a tree that didn't agree with it. Doug will have to explain this to you!

Doug got his TR4 for Christmas one year which caused me to break the commandment, "Ye shall not covet your friends Triumph." For awhile I was fearful that my drooling on his car would ruin the paint or cause the body to rust out. Doug and Karen were having such a good time with their 4, even Laraine noticed it. They would tell us about all the great people they had met in this group they had joined. They told us there was going to be a show at Crown Center; this is where we met the first person in the group. This show made my temperature rise and I seriously started looking for another Triumph, we had sold the farm so I qualified again. After a month or so I found a 4A that looked good in Washington, Mo. Doug and I took a road trip to look at it. Even though it had to be jump started my fever rose even higher and I bought it. A week later Laraine and I took Am Trac to Washington and picked up our TR4A. We had a great trip back to KC. Life was GOOD!

Now we could share the good times with Doug and Karen and all their nice friends. The car ran great, for a week and a half, which brought back other memories of our Triumph experiences. Stay tuned for the next installment, "Memories of past repairs."

Editor's Comment: Well, me, Woody was the first member he met. And not under the best of circumstances. Jack (Who was a total stranger to me at the time) had plopped his grandson in Lyman's TR-4 and was taking pictures. I "kindly" informed him that was not a cool thing to do...Doug and Karen showed up and everything got resolved amicably.

## TEN YEARS AGO

The following events took place in the summer of 1997.

Jay & Laura Smith were the co-directors of KCT, John & Nancy Maas assistant directors and Dan Heiman was the newsletter editor.

Jay and Randy Adkins joined Diane Cotton, Bob Allen and Charlie Hoch for the "Chute-Out in Chanute" top speed run. Randy's GT6 dropped a timing chain on the way down but was picked up by Tim McCracken with his truck and trailer. Jay's TR-4rd (Mustang 5.0 drive train) hit 124mph and Charlie's Spitfire 91mph. (By the way, Jay's TR-4rd is featured in Roger Williams' new book *How to Improve Triumph TR2-4* and some members checked out the workmanship last fall when we visited Jay's garage during the progressive dinner). Randy sat in his GT6 as it was trailered down the track!

Randy bought Bernie Hoff's TR4 and modified it with Minilites. Doug & Karen Lyman now own it. The McBrides hosted the spring Soup 'N Stuff. Niko & Beverly Van Zanton were new members. Dave Mackintosh listed a black vinyl hardtop for sale- \$150. Did it sell?

Put a **TRIUMPH** in your day!                      Paul McBride

### **FOR SALE:**

1980 TR7 \$600. Also a Sunbeam 4 door. Leo @ 816.225.1964.

### **PICNIC AND PICTURES AT THE BIRKS' (MAP ON THE NEXT PAGE):**

I'm attaching a map to our house for the August 11<sup>th</sup> picnic and picture taking event. I'm attaching both a .jpg and a .pdf for your use. The .pdf is much clearer.

Best way to find us when coming south on 71 highway is to take the last Harrisonville exit (Highway 2 East) and follow the signs for Highway 2 East. The map shows Highway 2 taking a couple of turns to the right, but they are well marked. Stay on Highway 2 East about 2 miles till you come to a big blue water tower on the right. The street right at the base of the water tower that goes south is "Southwood" road. Take that road about a mile to the Hickory Hills island in the middle of the road and take the road to the right to 26400 So. Hickory Trail. All paved and no dirt roads!

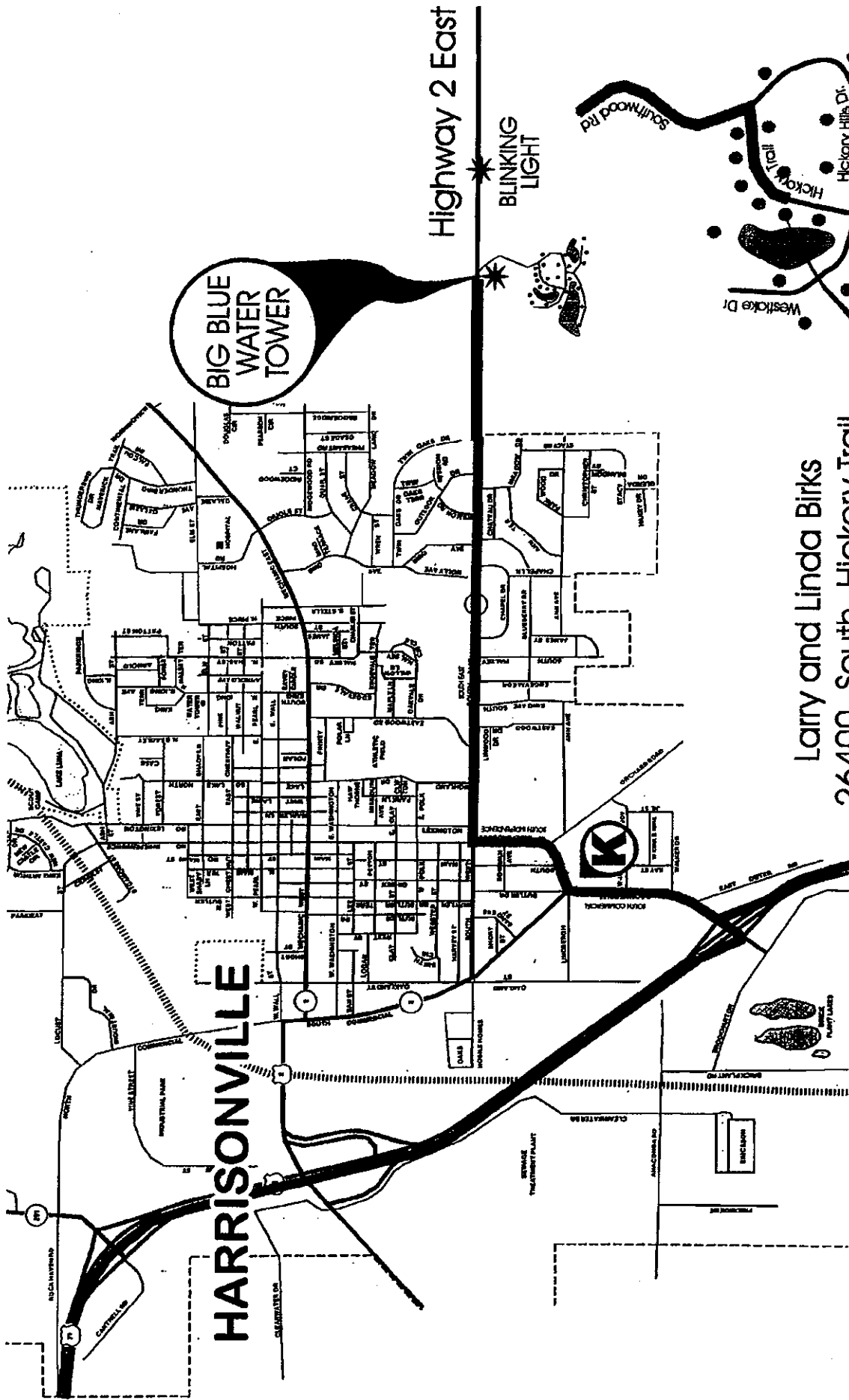
If the weather cooperates, I figured we can drive the cars into the back yard one at a time and shoot a picture using the lake as a background.....we'll see as time gets closer. Are you planning to have a photographer? If not, I can shoot pics with my digital.

As far as time, since it's going to be hot.....let's plan to eat about 4:00 o'clock. Arrival time can be anytime in the afternoon ahead of 4:00. We have lots of shade and can handle about 15 outside with the chairs we have. If we have over that many, have club members bring a folding chair. I think we should R.S.V.P. to my email so we have an idea of how much meat to buy. brgr3@embarqmail.com

I plan on barbequing burgers and brats. Linda will make BBQ beans. That leaves the "other" stuff for folks to bring to go with burgers and brats. (Chips, snacks, desserts, etc.) I'll cool down some Coke and Diet Coke, and beyond that we should be set. If you think of anything else, let me know.

Larry

North to Kansas City



# HARRISONVILLE

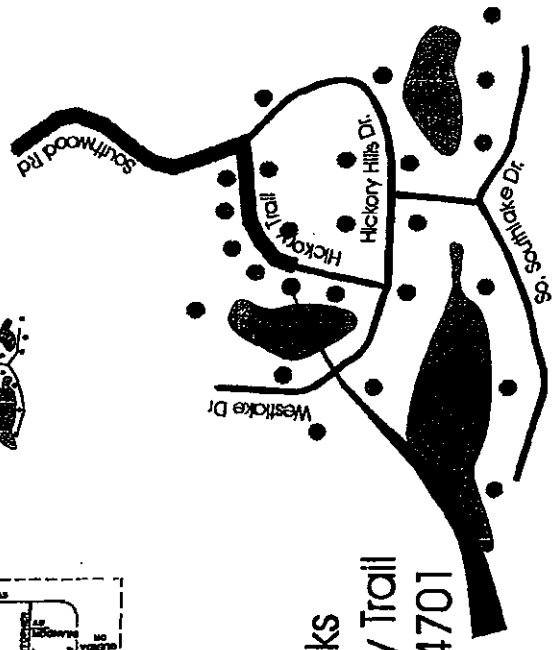
**BIG BLUE  
WATER  
TOWER**

Highway 2 East

BLINKING  
LIGHT

Larry and Linda Birks  
26400 South Hickory Trail  
Harrisonville, MO 64701  
(816) 380-1096

South to Joplin



# 26th ANNUAL KANSAS CITY ALL BRITISH CAR & CYCLE MEET

Labor Day Weekend -Saturday & Sunday September 1 & 2, 2007

## LOCATION

KCI Airport Marriott Hotel, 775 Brasilia Avenue, Kansas City, MO 64153. Grass field, great facilities, good hosts.

## HOTEL RESERVATIONS by AUGUST 10

Room rates are \$74 + taxes . Call 800.810.2771 or 816.464.2200 for room reservations. The cut-off date for this rate is **FRIDAY AUGUST 10th**.

## 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 car registration fee if your form is postmarked by **AUGUST 20, 2007**.

## VENDORS

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

## JUDGING CLASSES

A Austin-Healey 100 4, 6, 3000	L1 TR6 to 1973	Q Land Rover
B Bugeye Sprites	L2 TR 6 1974 and later	R Lotus
C MGA	M Spitfire & GT6	S British Saloon
D MGB/MGC chrome bumper roadster	N TR7, TR8, Stag	T Other British Sport
E MGB black bumper roadster (incl. LE)	O1 Jaguar sports to 1987	U Modified British Cars
F MG T series and pre-war	O2 Jaguar sedan to 1987	V Delorean
G MG Midget and AH Sprite ( Box)	O3 Jaguar 1988 and later	W British Cycle
H MGB GT, MGC GT	P1 Mini Classic	X AC, AC Cobra (kits allowed)
J TR2 & TR3	P2 Mini BMW	◆ Diamond in the Rough
K TR4, TR4A, TR250		

Registration Form:

Please send to: Kay Gamble, 13621 S. Walnut View, Olathe, KS 66061; checks should be payable to K.C. All British Car & Cycle Assn.

Fees	Totals
First Car - \$30 _____	Additional cars - \$10 each _____
First motorcycle - \$20 _____	Additional cycles - \$5 each _____
Swap / Vendor - \$20 _____	Additional vehicle - \$10 each _____
Early Registration (by August 20) bonus - T-shirt, circle size M L XL XXL _____	
Additional T's - \$12 each (M L XL XXL) _____	
<b>TOTAL ENCLOSED</b>	_____

NAME (please print) \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

Email address: \_\_\_\_\_

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 2007 All British Car & 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 & 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, do so voluntarily and agree and assume the risk of any and all damage to their vehicle or personal injury.

Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_

Insured with \_\_\_\_\_

# SCHEDULE OF EVENTS

**Saturday, September 1**

**11 a.m. – 4 p.m. Registration**  
**1:00 p.m. British Driving Skills**

**Sunday, September 2**

**8 – 10:30 a.m. Registration**  
**10:30 a.m. – Noon Peoples choice voting**  
**3:00 p.m. Award presentation**

## *British Driving Skills Test*

**Time: 10 a.m. Saturday**  
**10801 N. Amity Ave Kansas City MO**

The Flatwater Austin Healey Club has again volunteered to put on a British Driving Skills test. This will be a lot of fun, please make it worth their while by participating in their event. Great for beginners and experienced drivers alike. Check our website <http://kcallbritish.tripod.com/> for location and map

## *British Modified Class*

We have changed replaced the Race Prepared class with a British Modified class. This class is for British cars that have undergone **extensive** modification. The modifications can include body work, interior modifications or engine replacements. It is **not** for the car that just has aftermarket carbs, hotter cam or a similar to stock engine (MGB engine in an MGA). It does include cars that have a Ford or Chevrolet engine.

## *Diamond in the Rough Class*

### *Diamond in the Rough Rules:*

1. Cars must be licensed and insured
2. Cars must be driven onto the display field from the Marriott parking lot
3. Owners pay the usual All British registration fee(s)
4. Cars register in the Diamond in the Rough class

The cars in this class will not be judged on quality of their condition. The All British Committee will select the cars to receive the awards. Three \$100 cash awards will be given to three different cars to assist the owners with their car hobby.

We are a chapter of the North America MGB Register.



**Kay Gamble**  
**13621 S. Walnut View**  
**Olathe, KS 66061**

## HOW MANY GARAGES DO YOU WANT?

**LET US PUT A SEARCH IN THE COMPUTER FOR WHAT YOU WANT  
WHERE YOU WANT IT!!**

**Jack & Laraine Edwards**  
**Jack 816-591-4351 Laraine 913-381-8070**



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## SECRETARY/TREASURER'S REPORT

### FINANCIAL

PREVIOUS BALANCE:            \$3,472.50

#### INCOME

MEMBERSHIPS:            \$140.00  
ADVERTISING:            \$0.00  
OTHER INCOME:           \$0.00

TOTAL INCOME:            \$140.00

#### EXPENSE

NEWSLETTER:            \$0.00  
WEB SITE:                \$0.00  
OTHER EXPENSES:        \$4.00

TOTAL EXPENSE:            \$4.00

PRESENT BALANCE:        \$3,608.50  
AS OF MAY 10/07

### MEMBERSHIP

PREVIOUS MEMBERSHIP:    80

NEW MEMBERS:            7

TOTAL MEMBERSHIP:        87

### NEW MEMBER INFORMATION

Lance&Terry Goldberg            20  
Bill&Ann Riggs                      20  
Dennis Van Velzer                  20

**FREE Parts & Accessories Catalogs**

Choose From These Catalogs:

- Austin Healey
- MGA
- MGB & MG
- AH Sprite & MG Midget
- Sunbeam Alpine & Tiger
- TR2 TR3 TR4 TR4A TR250
- TR5
- TR7 & TR8
- Spitfire & GT6

Order Toll Free  
7 Days A Week  
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Order Catalogs & Parts Online at  
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FAX (816) 471-7782



While we were over in California covering the American Road Race of Champions, we were fortunate enough to be able to take a side-trip — as it were — up to San Francisco to visit the Imported Car Show, held at Brooks Hall. Triumph quite naturally, had a beautifully laid out exhibit . . . and our eye was really taken with the new alloy wheels for the SPITFIRE. For your information, these come under Triumph Part #V 420, and carry a suggested list price of \$58.99 each. We were delighted to meet Joe Richards, Triumph's Regional Manager, at the show, who explained to us that the particular wheels on the car above have been buffed up! All we can say is that if you want to lend an air of distinction to your SPITFIRE . . . these will do it.

## CLASSIFIED

**FOR SALE:** 1 Set of dual electric hundredth reading odometers (Sullivans) — in excellent shape, one year old. Made for TR-4 or TR-3, quick, simple installation. Original cost \$100.00 — will sell for \$65.00. One large size Stevens Rally Calculator with leather case, A-I shape — \$9.00. Contact: Dr. P. B. Bradley, 70 High Street., Clinton, Massachusetts.

**FOR SALE:** Tonneau cover — black for 1963 Spitfire, never used — \$25.00. Contact: Patricia A. Bender, 125 Lincoln Avenue, Mineola, New York. Telephone: (516) PI 1-3221.

**FOR SALE:** TR-4 Roll Bar — SCCA approved. Removable Duralite driver's side hoop. Fits with top up. No cutting, just bolt in — \$75.00. Contact: Joe Herman, 27 Kenneth Terrace, Neptune, New Jersey. Telephone: (201) 778-7280.

**FOR SALE:** Tonneau cover — black for TR-3A. Like new — \$20.00. Contact: Garry L. Weaver, 1510 Hammond Parkway, Laurel, Maryland. Telephone: (301) 725-7318.

**FOR SALE:** TR-4 1963. Wire Wheels, Michelin X Tires, black tonneau cover, heated, other extras — \$2,000 or best offer. Contact: E. Sweeney, 7736 Oglesby, Chicago, Illinois. Telephone: ES 5-0698.

**WANTED:** Hardtop — any color for TR-3, 1960. Contact: N.L. Siplock, D.V.M., 13330 Sperry Road, Chesterland, Ohio. Telephone: PA 9-7640.

**WANTED:** 1964-1965 TR-4 hardtop, prefer wire wheels, any color. Will trade 23 foot Chris Craft Cavalier on heavy tandem trailer, boat is fully equipped, radio telephone, depthfinder, full canvas cover, pressure alcohol stove, stand up head, binnacle compass. Value of rig \$4,000, will trade even for the right car. Contact: Pierre A. Vacca, Jr., 9960 Belgrade Rd., Perrine, Fla. Telephone: CE 8-1144.

## TSOA SUPERMARKET

TSOA Handbook . . . . .	\$1.00
"Please Don't Dent Me" cards . . . . .	\$1.00/100
Local TSOA Club "Calling Cards" . . . . .	FREE
List of Triumph Dealers and Distributors . . . . .	FREE
STAA Badge . . . . .	\$1.50
Replacement TSOA Badge . . . . .	\$1.00
Standard Triumph Review Subscription . . . . .	\$2.50/year
TR-3, TR-4 Competition Preparation Booklet . . . . .	\$1.25
SPITFIRE Competition Preparation Booklet . . . . .	\$1.25

Send Check or Money Order, No C.O.D.'s please.

*The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 3273, Grand Central Station, New York, N. Y. 10017. TSOA is a national organization of American sports car enthusiasts who own a Triumph Sports Car (TR-2, TR-3, TR-4 or Spitfire), Herald Sports Coupe, 1200 Convertible, or Sports Six, or are interested in the purposes of the Association. Subscription is included with a \$5.00 lifetime membership in the club.*

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 <p style="font-size: 2em; font-weight: bold; margin: 0;">EURO-ASIAN</p> <p style="font-size: 3em; font-weight: bold; margin: 0;">MOTORS</p>	<p style="text-align: center;"> <b>GARY GUMMINGER</b>            12804 Locust            KANSAS CITY, MO. 64145            816-210-8970         </p> <p style="text-align: center; font-style: italic;"> <i>23 Years Experience</i> </p> <p style="text-align: center;"> <b>Major Mechanical Restoration Services</b>  <b>Race Preparation Performance Tuning</b>  <b>Minor Service</b> </p>
---	--





13013 West 101<sup>st</sup> Street  
Lenexa, KS 66215



Paul & Margaret McBride  
22714 W 51<sup>st</sup>  
Shawnee, Ks 66226

R2 TR3 TR3A TR3B TR4 TR4A TR5 TR25  
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R8 Spitfir TR3A TR3  
R4 TR4A 1 R8 Spitfi  
T6 Stag 1 TR4 TR4  
R5 TR250 e GT6 Sta  
R2 TR3 TR3A TR3B TR4 TR4A TR5 TR25  
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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 XXIX Number 5  
October/November 2007

**WEBSITE COMING SOON**

## TRIUMPHS SURVIVE SUMMER HEAT!

### CLUB OFFICERS 2007

**Director:** Jack Edwards

816.348.0773, [jack-edwards@sbcglobal.net](mailto:jack-edwards@sbcglobal.net)

**Assistant Director:** Clay Cooper

913.727.2422, [dynamisdude@aol.com](mailto:dynamisdude@aol.com)

**Secretary/Treasurer:** Martha Culbertson

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**TO JOIN/PAY DUES/MAKE ADDRESS CHANGES CONTACT:**

Martha Culbertson

3525 NE 47<sup>th</sup> Terrace

KC, MO 64117

**ANNUAL DUES ARE \$20**

**NEWSLETTER ARTICLES/FOR SALE/ADVERTISING:**

Woody Underwood (See above. Microsoft Word Documents, Arial 10 font appreciated)

<http://autos.groups.yahoo.com/group/KTTSCC/>

### **EDITOR'S NOTES:**

In spite of a very hot Summer, the Club did manage to do a few things on the road. Holly and I missed a lot of them due to vacations, but we plan way ahead and can't always be in sync with what's going on. The Club Night Out last time around was very well attended...maybe a record, over thirty attendees and lots of Triumphs. The Club picnic succeeded in spite of the heat (And let's all give Martha Culbertson a thumbs up for trying to attend in spite of losing a wheel off her TR-6 on the way...she's OK and the car survived with minimal damage). The Birk's have a write-up further into the Newsletter. So guess I need to comment on the The All Brit, which deserves it's own space for sure. I will use 'we' freely, because the All Brit is OUR event. KC Triumphs started it and we should help preserve it.

### **THE ALL BRIT:**

Is it in trouble again? I think not, but there were a few disparaging comments and a lot of "way to go comments"...probably 60/40 to the good for this year. So from what I heard and from my past experiences (And I have been there done that as a past Director so I may know what I'm talking about for a change) here's my rundown on the good, bad and ugly:

**Ugly:** Nothing to do on Saturday other than an "auto test" (Thanks Flatlanders, but we need a full blown autocross and that's not your fault since we don't have a parking lot to support it), we need a funkhana again for those not interested in an autocross, we need a rally late afternoon, we need a banquet w/speaker...YES, we really do. There must be a presence and cars on the field Saturday because, believe me, I've dealt with the hotel and if they're not filling up rooms on Saturday night they'll give the date to the Corvettes. Sunday morning needs a cheap breakfast buffet.

**Water** needs to be given out free. Those freeloaders, people with cars eligible for entry who park in the hotel lot and just wander in without paying for registration need to be dealt with...maybe slapping a scarlet F sticker on their back?  
**Bad:** Yes, I know it's a logistical nightmare, but the cars and owners need to parade for their awards again...and get their pics taken for a real program (Yes, we need a real program) the next year. It also makes me sick to see that field empty out even before the award ceremony is over...but I guess that's just a comment on American society. Gee, hang out a bit and chat?

**Good:** We had, I heard, 198 cars on the field and who knows how many "non-paying guests" in the lot (AKA: freeloaders). Attendance was up. The weather finally cooperated beautifully. Everything went off on time. They are slowly getting it back to the "good old days" and I know how much work it takes...but I'm starting to sound like myself..."if you don't like the All Brit, get in there and help change it". Well, I pissed a lot of people off 10 or so years ago but managed to make it work beautifully...so please, get on the Committee, make somebody mad, make it work!  
Woody

## EDITOR'S NOTES II

Yes, the year is winding down. Jack hopefully is lining up a another Progressive Dinner, we all hope for a lot of enthusiasts at our Chili Party (May park everybody in the front yard this year, need to kill some crabgrass), perhaps Charlie will come up with a Club corral at the SCCA Runoffs (You gotta go if you really are serious about sports cars) and guess that's about it.

So to nostalgia: Paul McBride was co-founder of the Club and has every Newsletter from the first one. He has supplied me with Volume III, issue 2 which I'm including complete in this Newsletter as it's pretty interesting reading. Gary Davis (The other founder) was the Editor and told me he had to buy a Royal typewriter to get it done on. Slick! Paul's gonna kill me for taking the staple out and messing up the pages, but I had to do it for Kinko's. This Club has a lot of history which we need to preserve...along with maintaining the Triumph marque.

# DUES

There's been a lot of confusion about this. Basically, what the Board wants to do is make it easier on the Secretary/Treasurer to keep track of who belongs and who does not.

If you had paid your dues by October 1, 2007 you will be on the mailing list till October 1, 2008 and be eligible for the Victoria British discount. We will, of course, accept dues from new members anytime...but enough notice has been given over the past few months for everybody who wants to belong to get paid up. We are not trying to run anybody off who wants to belong to KC Triumphs...we just need to get the process operating a bit more "professionally".

Next year a form will be included in August's Newsletter allowing you to mail in your dues payable by October first. This gives everybody ample time to pay up and us the opportunity to still accept payment at the All Brit. But, irregardless, if you are not a dues paying member on October 1 of any current year, you will not be on the membership list or eligible for discounts the up-coming year (Updated lists are supplied to VB by the Secretary on a regular basis).

Please work with us on this matter and help simplify things...thanks...Kansas City Triumphs.

*Or Paul will make you clean  
your car in public!*





## DIRECTOR'S DRIPPINS

It finally quit raining and we had a good July, August & September. We had a great time and a good turnout at The Dawn Patrol Event. Another good turnout at Larry and Linda Birks, with great food and good friends. The All British and Brits in the Ozarks both had record attendance, and a lot of our members have some new trophies. I introduced my 20 year old grandson to the Brits in the Ozarks; we may get a new member someday?

There is a lot going on within the group, most of it good! The bad is that Martha had a blow out or broke an axle on the way to Larry & Linda's. She was not hurt but her 6 is still out of commission. Amanda Karase started work on the new web site & Victoria British agreed to fund it for us. Thank You Thank You!!! Ray is going to retire as Secretary Treasurer. Ray has worked really hard and given his all to it, he really deserves a standing ovation!! Martha Cuthbertson is going to take over for Ray. Martha's info is; 3525 NE 47<sup>th</sup>, KC, Mo 64117; 816/452-1025; [mkcuth06@sbcglobal.net](mailto:mkcuth06@sbcglobal.net). The August Club Night Out was the largest of the year so far (32), lets see if we can beat that next month!!

This is a great time of the year to be driving our Triumphs and we have several events coming up. Sept. 21 is The Scottish Festival at McPherson and Sept. 30 is the Art of the Machine Show at City Market. Oct. 6<sup>th</sup> is the 1<sup>st</sup> Annual British Day at Mokan Dragway, Pittsburg, Ks. The 7<sup>th</sup> is the Lawrence Show then the 8<sup>th</sup> thru the 14<sup>th</sup> are the SCCA Runoffs. Check your schedule there isn't enough room to list everything.

Enjoy the last of the top down weather.  
Jack



## **DIRECTOR'S DRIPPINS III**

(Memories of past REPAIRS)

When we left the last installment Jack was on cloud nine in a Triumph. We had met the great people from the Kansas City Triumph Group, and they had told us of a big show (The VTR) to be held in Colorado. Calls were made and we had a place to stay and were ready to go. That was the first week; plans were changed the next week when the steering went out. The steering wheel worked fine, in fact too good, it just spun. When I called the dealer to see if he had any ideas, he said "THERE IS NO WARRANTY." He finally let me talk to one of his mechanics; he thought it was the rack. I just happened to have a new rack but it was for a TR4. After buying over a \$1,000.00 worth of parts The Roadster Factory agreed to trade a 4A rack for the 4 rack. Laraine had quit wearing hose & panty hose, so part of that big first parts order was a spare fan belt. Two months and several mashed fingers later we were back on the road, of course the VTR was forgotten. After all the work I found that they had not driven the steering rod onto the splines!

Things were good again! I could tinker all I wanted to and still get to drive the car. We went on our first road trip with the group, Roaring River. About a third of the way we had to stop. Laraine was screaming we're on fire; there was a lot of smoke. We pulled over and found that I had put a bolt in the breather line to the crankcase and we were just blowing oil everywhere. We took the bolt out and hooked the hose back up and were back on the road; oh we did have to add several quarts of oil. On the way back we met another couple and spent a few days in Branson. The battery was dead one morning and we found we had a bad voltage regulator, the local O'Reilys called Victoria British and we had a new one the next afternoon. Laraine learned then that you had to have the car in gear and the key on to get it jump started when being pushed on level ground!

After several voltage regulators and rebuilding the generator I figured out the previous owner had the generator bracket on backwards.

The VTR came up again, this time in Red Wing. Son Jack went with me and off we went with the group again. About 200 miles from Red Wing the generator light came on, sure enough the generator was out. Thank goodness for a new battery we made it to Red Wing. The local parts company ordered us a new generator. We put it in between our turns at the gymkana. We really got good at changing generators, 3 times 1 trip. By the time we got home we did have a bad piston and I got to spend some time rebuilding the engine. So far we are batting 500 on the VTR, of 4 planned on we have made 2 and 1 of those was in the Triumph!!

Since then there have just been little hic-ups, knock on wood. So if you are having problems just remember what the speaker said in Arkansas the other night; "after you finish restoring a car you aren't done until you get it all sorted out!" Keep on driving your Little British Car and just keep sorting things out.

Jack

## BRITS IN THE OZARKS

SEPT. 14-16

The sixth annual Brits in the Ozarks show and benefit for ALS was held in Fayetteville, AR. and Kansas City was well represented this year. Kaye & David Perkins (TR6), Madeline & Mike Pace (TR3B), Jack Edwards (TR4), Margaret & Paul McBride (TR3), Ann & Richard Woody (TR8), Pat Fischer & Roger Elliott (Spitfire), and Linda & Larry Birks (TR3) pretty well covered the Triumph classes.

Linda and I towed the TR3 down on Thursday and went on the "self guided tour" Friday morning for about 140 miles through some beautiful country through Eureka Springs, Berryville, and down to Granny's Kitchen in Huntsville for lunch. Absolutely the best chicken fried steak we've ever eaten! We arrived back at the host hotel late Friday afternoon to join those arriving for the parking lot welcome party put on the by the host club, British Iron of Northwest Arkansas. Bar-b-que chicken and the fixin's covered everyone's hunger for the evening. A few repairs were taking place here and there and old friendships were being rekindled.

Saturday was the show, and the weather cooperated with a beautiful day and mild temperatures. The show ended at 3:00pm and Pat and Roger headed off using the self guided tour map for a couple of hours of back road exploring. The banquet was held Saturday evening back at the show field pavilion with guest speaker Tim Suddard the editor of "Grassroots Motorsports" magazine. He put on a great show with stories of car restorations, modifications, racing, etc.

Our group shared in the awards with Kaye Perkins taking a 1<sup>st</sup> in class with her TR6,, Richard Woody taking a 1<sup>st</sup> in class with his TR8, and Larry Birks taking a 2<sup>nd</sup> in class with his TR3. There were 160 cars registered this year and it exceeded the previous number by over 30 cars. Unusual cars this year included (2) Aerial Atoms, a 1937 Morris 8 sedan, an Austin Somerset, a Morgan 3 wheeler, a Morgan coupe (one of only 26 mfgd), an Austin Healey 3000 with a Nissan 6 engine, a highly modified and customized MGA with a 300 HP V6, (3) old Bentley's, a gagle of Jaguars to die for, a twin cam MGA, and several vintage MC TC's.

The benefit portion of the show for ALS (Fighting Lou Gehrigs Disease) raised \$14,000 this year. The money raised comes for the hard working host club seeking donations, sponsors, silent auctions, individual club donations, and member donations. It's a wonderful show that benefits those that need help the most.

Sunday brought our group home with some side touring by part of the group, while the rest hurried home to watch the Chiefs game. (Maybe we should have stayed and toured more of Arkansas!)

Larry Birks

## Triumph Club Picnic & Photo Shoot at the Birks August 11<sup>th</sup>

The good news – It wasn't raining! The bad news – It was HOT! That said, the picnic was attended by 20 hearty souls looking for shade, BBQ and something cold to drink! The pleasure of the event was somewhat dampened when we received a call from Martha Cuthbertson relaying the details of her accident on the way. Seems she had a wheel come off the TR-6 at 65mph! She was unhurt but quite shaken as you might imagine. The car sustained some damage and will be out of action for awhile.

Kaye Perkins had to dodge deer going home and was thankful for wide roads and no oncoming traffic, but said the trip home was much cooler and quite delightful.

A total of six Triumphs endured the heat and were paraded down by the pond for pictures. All in all everyone had a good meal, and a good time with good friends!

### TRIUMPH WINNERS AT THE ALL BRIT 2007

#### TR2/TR3

Larry Birks  
John Cochran  
? Kressler

#### LATE TR6

Roy Wyatt  
John Korsak  
Woody Underwood (Go Rat!)

#### TR4/TR250

Chad Jester  
Pat Fischer  
Jack Edwards

#### SPITFIRE/GT6

Terry Davis  
Edmond Santos  
Charlie Hoch

#### EARLY TR6

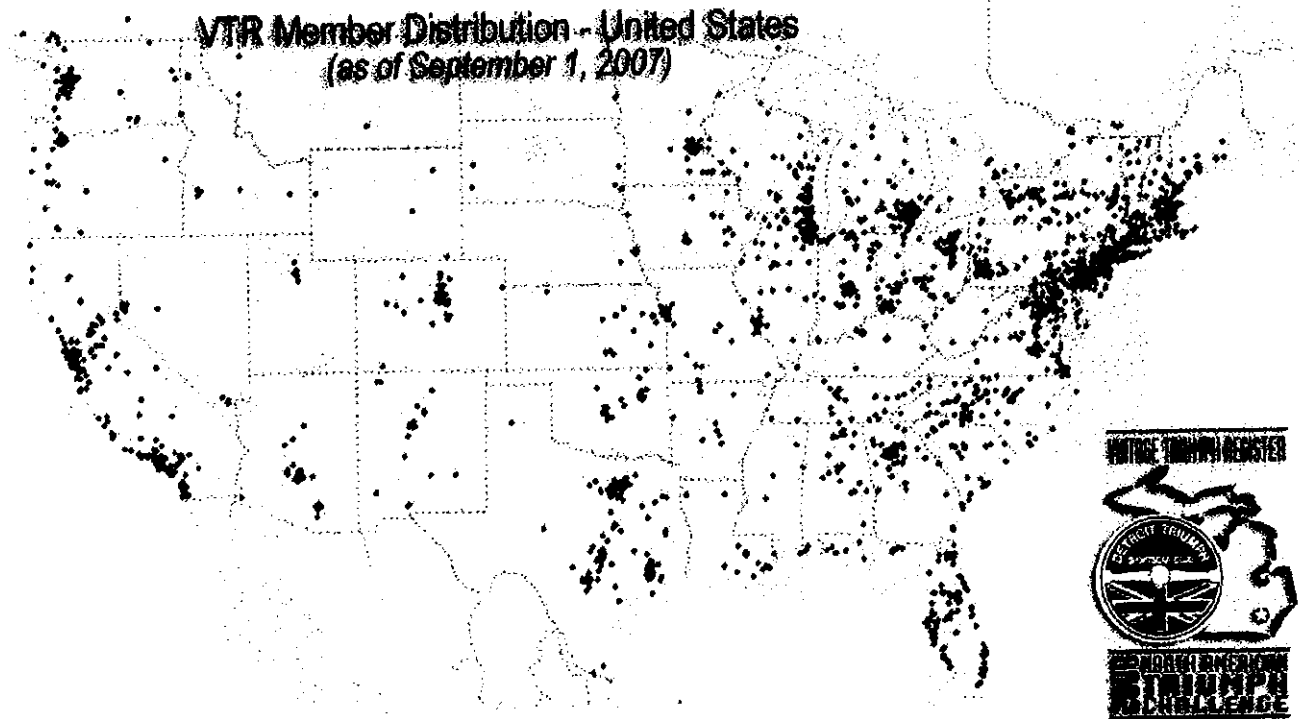
David Macintosh  
Eric Dieckhoff  
Art Graves

#### TR7/TR8/STAG

Richard Woody  
Steve Olson  
John Lamberg

**DRIVING SKILLS TEST: #1 Jay Smith #3 Eric Dieckhoff** (As always, horsepower and age wins)

I apologize for any miss-spellings or incorrect information.



# Triumph Parts

"Jim, I enjoy your articles in *Hemmings* and find them helpful. I have had a very difficult time locating a part for my 1969 Triumph GT-6. I need a replacement rear window with an operable defroster. Any ideas where this window can be located?"

"I have a 1960 Triumph TR3 and am looking for many parts for it, mainly the center dash panel with gauges and bucket seats. Thanks."



FOR

CLAIR

"I have a 1970 Triumph GT-6. I cannot find OEM seat belts. I need some help locating someone who can replace the material in the seat belts. Thanks for your help."

"I have acquired a '59 Triumph TR3 and am searching for a source of owner's and technical manuals. Could you suggest a parts source, or Triumph club that might be able to supply them? Thank you."

Many subscribers and readers of our publication are British car fans, especially of cars made by Triumph. When these enthusiasts are looking for project cars or repair parts, they can rely on their latest issue of *Hemmings Motor News* to locate these cars and parts or find suppliers within our pages who can assist them in finding these items. There are many Triumph advertisers listed in your current issue, whether it is a specific part you're looking for or a supplier who can offer you a complete range of items and can send you a catalog showing the parts they have available. Chances are, if you are looking for one of the larger or more reputable parts suppliers, they will be listed in this issue of *Hemmings*.

Some of the workings of a Triumph are a little bit different from their American counterparts, so it is always a good idea to have a Triumph-specific repair manual nearby before tackling a project such as adjusting the carburetors or troubleshooting electrical problems. Several *Hemmings* advertisers can be used as an excellent source of Triumph literature. Faxon's Auto Literature has many Triumph service manuals available, as

well as parts manuals. Voss Motors offers service manuals as well as Triumph owner's manuals and historical literature. Another supplier of Triumph literature is British Tool Box, which offers many service and parts manuals for Triumph in addition to clothing and tools for British cars.

*Hemmings* has suppliers who offer Triumph drivetrain and chassis components for your vehicle. Quantum Mechanics specializes in transmissions, overdrives and differentials for British cars. TS Imported Automotive sells a differential cradle and frame straightener for the TR250 and TR6 models. TSI also sells Kevlar brake pads. McLean's Brit Bits has rebuilt rear spindle bearings available for TR4 as well as the TR250 and TR6 cars. McLean's also has new finned-aluminum brake drums for sale. Advanced Performance Technologies carries gear-reduction starters for Triumphs in addition to aluminum flywheels and both SU and Weber replacement carburetors.

Wiring harnesses for Triumphs can be manufactured by contacting British Wiring. Each harness from British Wiring is custom-built for your particular make and model. Motorhead Limited can remanufacture electrical parts such as starters, alternators and generators very quickly and reliably. Nisonger Instruments offers a dash gauge rebuilding service. Nisonger specializes in rebuilding Smith's and Jaeger speedometers and tachometers and has many older gauges that you can purchase off the shelf. Rhode Island Wiring Service is another supplier that has many Triumph wiring harnesses available.

Lucas brake components can be expensive to replace; however, many of these pieces, such as master cylinders, calipers, hydraulic clutch parts and wheel cylinders, can often be rebuilt. Apple Hydraulics is a rebuilder of these types of brake parts, and can also refurbish SU and Stromberg carburetors and lever-action shock absorbers. Classic Tube specializes in aluminum and stainless steel brake tubing for American and European cars, offering stainless steel brake hoses as well; and can make custom requests. White Post Restorations is another advertiser that can rebuild Triumph brake and clutch hydraulic parts. White Post also rebuilds brake boosters and proportioning valves.

Several wheel manufacturers are also listed in the Triumph parts section of

your latest *Hemmings Motor News* that can sell you original and aftermarket wheels for these vehicles. XKS Motorsports is a Dayton wire wheel distributor for Triumph as well as Jaguar. They have 48-, 60- or 72-spoke spline-drive wire wheels, which will match your originals. British Wire Wheel has many Triumph wheel options available, along with hubs, tools, knock-offs and tires.

When searching for new interior products, several suppliers can assist you with soft goods and interior trim. Heritage Upholstery and Trim has an extensive inventory of Triumph interior upholstery cloth, leather and carpeting. Some of its specialties include jute-backed Karvel carpeting, English Connolly leather and Ambla and Vynide vinyl. Andover Restraints can supply you with lap and shoulder seat belts to be used as replacements or to add to cars that were not originally equipped with seat belts. Weatherstripping for British cars is the specialty of MacGregor British Car Parts. MacGregor has rubber weatherstrips for all British marques, including Jensen and TVR.

Convertible tops and carpet sets are available from Prestige Auto Tops. Prestige has interior trim packages and seat covers available for Spitfires and TR6 cars as well.

Triumph TR7 enthusiasts who want a little more performance can install an American V-6 automatic or standard-shift engine into their cars by contacting John's Cars. They offer changeover kits that include everything necessary to complete the exchange, including instructions (except the engine and transmission) for under \$1,000. Other Triumph performance packages available from *Hemmings* advertisers include superchargers for TR6 model cars from Salvatore Vespertino and rack-and-pinion steering conversion kits for early TR2 and TR3B models from British Auto Restorations.

Air-conditioning conversions can be very difficult for Triumph cars because of clearance problems in the engine compartment. Sport and Classic Motor Company has come up with a solution for this by offering a complete changeover kit that allows you to install a professional-looking aftermarket air-conditioning system in these cars. Sport and Classic sells Triumph accessories and interior parts as well and offers their own restoration services if you want them to install any



## PARTS LOCATOR

of their items. Speaking of cooling, Wizard Cooling markets custom aluminum radiators for TR3, TR4 and TR6 that will fit directly into these models. The added efficiency of an aluminum radiator can increase your Triumph's cooling capacity in the hot summer months.

*Hemmings* lists other suppliers that specialize in specific Triumph models for the bulk of their business. Spitbits is one of these specialists that offer parts related specifically to Spitfire and GT-6 models. Wedgeparts is another Triumph advertiser dealing in TR7, TR8 and Rover SD1 parts. Wedgeparts sells full-color wiring diagrams too. Triumph enthusiasts who are restoring one of the more uncommon models such as the Renown, Herald and Mayflower have a valuable resource in Kip Motors Company. Kip offers many difficult-to-find parts for these models as well as parts for many other "British orphan" cars.

Probably the most recognized name in new Triumph aftermarket parts is Moss Motors. Moss has the largest selection of parts for British sports cars in the United States, and has a parts catalog available for Spitfires as well as several different catalogs for the TR series cars. These catalogs list an assortment of restoration parts, from exterior body parts to engine and suspension items. Besides Moss Motors, there are many other Triumph advertisers listed in your monthly issue of *Hemmings Motor News* who can help you by offering a wide range of products and parts catalogs. Triumphs Only is an authorized Moss distributor that also offers NOS items and other rare parts. Triumphs Only also has over 50 parts cars available with rust-free Western sheetmetal. British Parts Northwest has many OEM parts, in addition to offering performance upgrade parts such as Pertronix-upgraded distributors and alloy fuel tanks for TR6.

Several Triumph parts suppliers are a good resource for used body parts and rebuildable mechanical items. Midtown Auto is a salvage facility that specializes in good used British donor cars. Team Triumph is another supplier of used Triumph components. Fred Petroske has many Triumph salvage vehicles in his multi-make used car inventory. British Auto Parts specializes in used parts but also carries rebuilt items and new products for Spitfire, GT-6, TR7 and TR8. British Miles sells quality used parts for Triumph as well as Jaguar, MG and Austin Healey. Canadian used parts specialist Long Run Imports is an advertiser dealing in both Triumph items as well as parts for other British marques. The

Roadster Factory is another parts supplier that so strongly supports the Triumph collector car hobbyists that it has its own Triumph car club. The Roadster Factory is also a distributor of Rimmer Bros. products for Triumphs made in the U.K. and will pay your annual dues in the Vintage Triumph Registry if you qualify. Victoria British is an aftermarket Triumph supplier with 10 different catalogs for most Triumph marques. Victoria British also carries items for Sunbeam, Austin-Healey and MG. Little British Car Company is another authorized Moss Motors distributor that offers many accessories such as Flame-Thrower coils, halogen headlamp bulbs and tonneau covers.

Listed here are just some of the many Triumph parts suppliers you will find within the pages of your latest issue of *Hemmings Motor News*. Remember that quite a few are not just listed within the Triumph parts section of our magazine. Many are listed in the "services offered," "supplies, tools and trailers" and "mixed make parts" sections as well. Our parts locator service is also at your disposal to assist you in your Triumph parts searches.

On a side note, we received a letter from Gus Garton, who was mentioned in last month's column on 1954-'72 Ford parts, indicating that we printed his phone number incorrectly at the end of the article. Gus's phone number was listed as 856-825-6318 when in fact it is 856-825-3618. Sorry for the discrepancy.

### Contacts

**Advanced Performance Technologies**  
800-278-3278

**Andover Restraints**  
410-381-6700

**Apple Hydraulics**  
800-882-7753

**Books 4 Cars-Voss Motors**  
888-380-9277

**British Auto Parts**  
541-933-2880

**British Auto Restorations**  
540-989-5121

**British Miles**  
215-736-9300

**British Parts Northwest**  
503-864-7001

**British Tool Box**  
800-487-3333

**British Wire Wheel**  
800-947-3943

**British Wiring Inc.**  
708-481-9050

**Classic Tube**  
800-882-3711

**Faxon's Auto Literature**  
800-458-2734

**Heritage Upholstery and Trim**  
360-332-3022

**John's Cars**  
214-426-4101

**Kip Motors Company**  
972-243-0440

**Little British Car Company**  
248-489-0022

**Long Run Imports**  
613-476-8074

**MacGregor British Car Parts**  
877-777-6381

**McLean's Brit Bits**  
800-995-2487

**Midtown Auto**  
315-422-2187

**Moss Motors**  
800-667-7872

**Motorhead Limited**  
800-527-3140

**Nisonger Instruments**  
914-381-1952

**Fred Petroske**  
315-649-4100

**Prestige Auto Tops**  
800-659-2469

**Quantum Mechanics**  
203-264-8497

**The Roadster Factory**  
800-283-3723

**Rhode Island Wiring Service**  
401-789-1955

**Spitbits**  
800-201-0494

**Sport and Classic Car Company**  
281-448-4739

**Team Triumph**  
330-392-7176

**Triumphs Only**  
209-939-1030

**TS Import Automotive**  
800-543-6648

**Salvatore Vespertino**  
718-231-5084

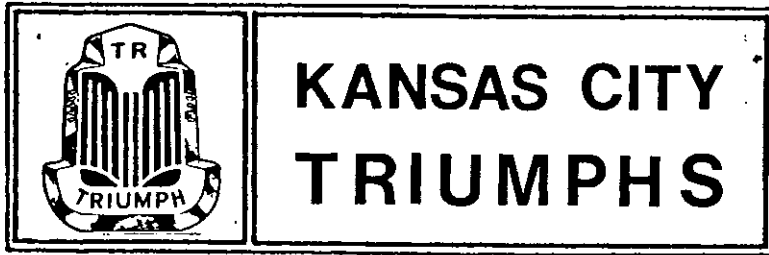
**Victoria British**  
800-255-0088

**Wedgeparts**  
931-645-5283

**White Post Restorations**  
540-837-1140

**Wizard Cooling**  
716-662-2392

**XKS Motorsports**  
800-444-5247



NEWSLETTER

Volume III Issue 2

November 1980

Editor: Gary L. Davis

**UPCOMING EVENTS:** November 15 - Saturday - Annual Dinner Party. There are still a few days left to get your reservations in for this years dinner. Our dinner is going to be at the Blue Valley Manor Best Western, northeast corner of I70 and 7 Hiway, Blue Springs, Mo. The cash bar will open at 7:00 p.m. and dinner will follow. The film "Success by Design" furnished by Jaguar Rover Triumph will be shown immediately after dinner along with some slides of this last years activities and slides from the North American Triumph Challenge V. There will be a special report on the Regional event we plan to hold in June. Everyone interested in participating should be sure to be there. Dinner is \$7.50 single or \$15.00 per couple. We need the reservations as soon as possible so send your check today! Make it payable to K.C. Triumphs, 6039 Rockhill Road, K.C., Mo. 64110 Let's make this our best dinner yet! Note: If you have any pictures or slides of this years events, bring them along and share with everyone.

**DIRECTOR'S NOTE:** "Old Cars Weekly" has given us permission to reprint the article: Law and Disorder by Jan Eyerman. I hope it will roll you in the driveway with spasms of hysterical laughter as it did me. If not, perhaps you haven't fought the frustrations of restoration. By the way, "Old Cars Weekly" is, I think, one of the best publications available to the car nut. Each edition is full of current news and events coverage, how-to hints, car ads, product and service ads, research and historical articles, and humor. Best of all, it shows up in the mailbox once a week.

If you care about the exhaust valve seats on your Triumph, keep them away from unleaded fuel. The violence of a hot steel valve slamming into a cast iron valve seat hundreds of times a minute is only pacified by the solid-film deposit of lead from leaded fuel. Without it, microscopic welds are joined and torn asunder with sufficient frequency to recess the valve 1/10 inch in 30,000 miles. Newer cars have induction-hardened cylinder-head seats. Bill Giles, in a report presented to the Society of Automotive Engineers, claims as little as 0.2 grams of lead per gallon is enough to halt the carnage. Big Brother EPA's final phase down of lead levels allows refineries to use 0.5 grams over total output, but be sure to use their leaded fuel as unleaded has no lead.

Speaking of Big Brother, the IRS has come down with a ruling that effects all businesses that maintain inventories - thus car parts. They can no longer reduce the value of their inventories for tax purposes. The probable results - much smaller inventories, destruction or selling off of slow moving parts, an increased cost of doing business. Book publishers are already grinding their excess into pulp. If this stirs you to write your Congressman, put in a negative word for the double-nickel speed limit, and annual pollution tests.

See you at the annual dinner! Put a Triumph in your day,  
Paul McBride, Director

#### LAW AND DISORDER

After 25 years or so of taking automobiles apart and sometimes getting them back together again, I have come to the conclusion that Murphy's Law rules everthing with an iron hand. However, in a field such as antique automobile restoration the possibilities of Murphy's Law applying are almost endless. So I have put together a list of a few variations of Murphy's Law that either a friend of mine or I have discovered. Such as:

Grandpa's Law: Do not fix something that isn't broken.

Eyerman's First Law: The least accessable nut or bolt will always be stripped or frozen.

Eyerman's Second Law: Any tool, once laid down, will never be found again.

Glenn's-Chilton's-Motors'-Law: Reassemble is NEVER the reverse of disassembly.

Louie's Law: Giving a bolt or nut one last turn to insure tightness will always snap it off. However, failure to do so will cause it to loosen and fall off.

Marshall's First Law: A given job will always require one more hand than is available in the shop, unless many extra people have been called in to help in advance. Then the job can be done single handed.

Marshall's Second Law: When buying a part for a particular vehicle (no matter how common a vehicle it is) that vehicle will either not appear in any parts list or be specifically excluded.

Eyerman's Third Law: The more unlikely a substitute part appears to be, the more likely it will fit. But the reverse is also true, the part that is obviously identical will not fit or perform correctly.

Junkyard Law: Parts that are clean and obviously quite new from a junked car are always defective. The dirtier and greasier a part is, the more likely it will work...unless you clean it.

Liquid Law: There will always be more fluid to drain from a car than there are containers to hold it.

Law of Permanent Attachment: In any repair, the key nut or bolt will either

be of a size that no wrench in the shop will fit, or in a location that no tool available can get at.

Quick Repair Law: If a job has to get done quickly and the wrong materials are used, the fit will be perfect.

Correct Repair Law: The more authentic and expensive the materials are, no matter how long or carefully the job is done, the fit will be poor.

Vanishing Bolt Law: If when removing a special, unreplaceable bolt it is dropped on a spotlessly clean garage floor, it will be heard to hit the floor and then vanish from the face of the earth.

Parts Hunting Law (or Flea Market Law): After searching for a part for months and finally buying it at a Flea Market for much more than it is worth, the identical part will be found at the next vendor's booth at half the price, in better condition.

NEW MEMBERS: Jeanne Wessling  
909 E. 31st Ave. C-28  
Hutchinson, Ks. 67507  
316/662-0265  
Looking for a TR

Jim Radcliffe  
4809 Broadmoor #41  
Mission, Ks. 66202  
677-0807  
1960 TR3A TS58822L

Changes of address:

Mark Harter  
301 Harris Dr.  
Greenwood, Mo. 64034  
537-7389

Jim & Carol McNamara  
204 S. Washington  
Spring Hill, Ks. 66083

Also add to Jerry Witherspoon's collection a 1961 TR3A TS75614LO

PAST EVENTS REPORT: Fall Rally - Sept. 21. The members who missed this rally really missed a beautiful day and a great group. A full dozen Triumphs rolled in at the starting point at Bannister Mall. We also had many observers stop just to admire the cars. Altogether we had nine TR3's and three TR4's. It just goes to show that those older TR's are still on the road and ready to roll. The experienced and inexperienced both handled the rally with ease and the winners were: Paul McBride first, Richard Peak second, and Jerry Witherspoon third.

A special award note goes out to Steve Johnson who had an excellent score, but didn't get back until after the awards were made, he also gets the longest time award for taking twice as long as everyone else.

General Membership Meeting - Oct. 17. A meeting during the World Series is not always the best idea, but we did have a pretty good group of members turn out. The present officers stated their interest in continuing their present positions, a motion was made, seconded and passed that they continue their duties. The Board of Directors are: Paul McBride--Director, Rick Torres--Assistant Director, Gary Davis--Secretary-Treasurer. A change in an appointed position is Richard Peak as head of the calling committee. We think Richard is doing a great job on

a much needed part of our organization and we ask every member to support and help in this activity. One of the keys to any successful group is effective communication and the calling committee is a vital link.

**FUTURE EVENTS:** We have not set up a definite calendar for next seasons events yet, but we hope to have a complete schedule for January newsletter. Tentative plans call for a technical session at Rick's business in January and a general party in March. One item discussed at the membership meeting was having more one day tours this year. Suggested sites are Lake Garnett, Lake Perry, Higginsville, Lexington, or Weston. If you have anywhere of interest in mind, give a board member a call. The Regional Meet is set for the second weekend in June. We will have our third annual two day Ozarks Tour some time in May. This has been one of our best events and we hope for a bigger and better tour this year. This is the time of year when we need some get-togethers just to stay in touch with everyone. Last year we had a couple of members host parties at their homes and they were great! We want to thank them and hope that more members will make a similar offer and help during the non-driving part of the year. If you are interested in hosting a party, give Paul a call so we can get it in the next newsletter.

**V.T.R. REPORT:** We have received some additional information from Bill Sohl concerning the future activities of the national group. The first concerns their publication, "The Vintage Triumph" magazine. It will be published four times per year and a bi-monthly newsletter will be a part of this new package. All reports of events, chapter events, and advertising will be contained in the newsletter, while the magazine will be strictly an historical, maintenance and technical publication. President, Steve Rossi, has again made a commitment to get back on schedule with these and a new printer has been found to help with this. A new roster of all members is in the works and a new computer system will be the key to making this roster possible. The national meet for 1981 is scheduled for July 23-26 in the Pocono area of Pennsylvania. It will include a speed event, concours, technical session and flea market. The dues are now \$15.00 per year and we ask all of our members to consider being members of the national group. We have additional information and membership applications if you need them.

**LITERATURE SERVICE:** A couple of items you might be interested in are offered by the Triumph Sports Owners Association. One is the 50 years of Triumph wall poster and a reprint from Automobile Quarterly, the History of Triumph. The poster is \$3.00 and the history is \$2.00. Contact Gary if you are interested and we will place one order for everyone.


## KANSAS CITY TRIUMPHS EVENTS 2007/2008

Everything posted is of course tentative depending on attendance and the weather. Please contact the point persons listed with an RSVP if you plan to attend an event, they appreciate it. **BOLD** means it's an official Triumph Club event. Contact the Newsletter Editor, Director or point person about changes. Everybody's contacts are listed in your roster or on the front page of this Newsletter.

<b>October 4</b>	<b>Club Night Out @ Jake's 6:30</b> 83 <sup>rd</sup> and Wornall KC, MO. (Same place every month)	<b>Jack Edwards</b>
<b>October 8/14</b>	<b>SCCA Runoffs @ Heartland Park Topeka</b>	<b>Woody Underwood</b>
<b>October 9</b>	<b>MG Social</b>	<b>Steve Olson</b>
<b>October 27/28</b>	<b>Fat Run</b>	<b>???</b>
<b>October 27</b>	<b>THE Chili Supper @ Woody and Holly's 5:30</b> It's a tradition! Bring chili or a side dish, <b>BYOB</b> and please RSVP. 816.523.8356 <a href="mailto:wunderwood@kc.rr.com">wunderwood@kc.rr.com</a> 1218 West 61 <sup>st</sup> Street KC, MO (Between Ward Parkway and State Line)	<b>Woody Underwood</b>
<b>November 2</b>	<b>Club Night Out</b>	<b>Jack Edwards</b>
<b>November 3</b>	<b>Guy Fawkes Day Bonfire/Campout</b>	<b>???</b>
<b>November 10</b>	<b>Bike Day (Charity Event)</b>	<b>Larry Taylor</b>
<b>November 13</b>	<b>MG Social</b>	<b>Steve Olson</b>
<b>December</b>	<b>NO CLUB NIGHT OUT</b>	
<b>December 8</b>	<b>TR Progressive Dinner (South)</b> We will inform you with details in the next Newsletter or via the web.	<b>Jack Edwards</b>
<b>January 3</b>	<b>Club Night Out (I'll call you all from Cabo...Woody)</b>	<b>Jack Edwards</b>

Everybody will get an e-mail before the listed events with timing, directions, etc. Or check the Newsletter/Group Page for info.

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FAX (816) 471-7782





13013 West 101<sup>st</sup> Street  
Lenexa, KS 66215



USA 41

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

55226@9998

R2 TR3 TR3A TR3B TR4 TR4A TR5 TR250  
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 e 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

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**KANSAS CITY  
TRIUMPHS  
SPORTS CAR CLUB**  
Volume XXIX Number 6  
December 2007/January 2008

**WEBSITE COMING SOON!**

## PROGRESSIVE DINNER 8 DECEMBER

### CLUB OFFICERS 2007

**Director:** Jack Edwards

816.348.0773, [jack-edwards@sbcglobal.net](mailto:jack-edwards@sbcglobal.net)

**Assistant Director:** Clay Cooper

913.727.2422, [dynamisdude@aol.com](mailto:dynamisdude@aol.com)

**Secretary/Treasurer:** Martha Culbertson

816.452.1025 [mkcuth06@sbcglobal.net](mailto:mkcuth06@sbcglobal.net)

**Historian:** Paul McBride (Co-Founder)

913.441.0499, [pmcbtr3@everestkc.net](mailto:pmcbtr3@everestkc.net)

**Advisor/Publicist:** Gary Davis (Co-Founder)

913.441.2733, [adams2davis@msn.com](mailto:adams2davis@msn.com)

**Newsletter Editor/Publisher:** Woody Underwood

816.523.8356, [wunderwood@kc.rr.com](mailto:wunderwood@kc.rr.com)

**TO JOIN/PAY DUES/MAKE ADDRESS CHANGES CONTACT:**

Martha Culbertson

3525 NE 47<sup>th</sup> Terrace

KC, MO 64117

**ANNUAL DUES ARE \$20**

**NEWSLETTER ARTICLES/FOR SALE/ADVERTISING:**

Woody Underwood (See above. Microsoft Word Documents, Arial 10 font appreciated)

<http://autos.groups.yahoo.com/group/KTTSCC/>

### EDITOR'S NOTES:

I think the Club had a pretty good year and the Edward's did a lot to make that possible. Thanks Jack and Laraine! If you read further he gave himself a report card, so guess I'll do the same:

Got the Newsletter out on time	A+
Attended most events	C (Lot's of traveling again)
Got color pictures in the Newsletter	B (Well, some black and white, but I'll blame Kinko's for that)

Despite the heat this summer, those that got together had fun. The All Brit is back and working again quite well I thought. All of the Club driving events went off with not the best of attendance...but at least the diehards are out there keeping them alive. The Chili Supper at our house was successful as usual.

December 8 brings up the Annual progressive Dinner and it's going to be good. A couple of new hosts and a bit of driving for sure (I promise to give the Rat a cold weather run this year...please join me. We DO have heaters I hear). **DIRECTIONS AND TIMING FOR THE DINNER ON THE NEXT PAGE.**

Don't forget that the Club is 30 years old next year. That's actually quite an accomplishment for a little local British car club (LLBCC?) so we should all try and make 2008 the best ever. Jack has plans for this in the works, let's do our best to support him.

My thanks to all who contributed to the Newsletter in any way shape or form this year, it is appreciated.

Woody

P.S. And many thanks to my "Assistant" Editor. Love you Holly!

## PROGRESSIVE DINNER DIRECTIONS

DECEMBER 8, 2007 5:30 pm

### Appetizers

Steve & Sandy Boyce  
1211 W 114<sup>th</sup> Terr. (2 houses East of State Line)  
816/942-2710

### Main Course

Jack & Laraine Edwards  
9200 E 201<sup>st</sup> St., Belton, Mo.  
816/348-0773

### Dessert

Ray & Barb Overton  
13013 W. 101<sup>st</sup> St., Overland Park, Ks.  
913/894-0887

Steve & Sandy's; State Line South to 114<sup>th</sup> Terr. Left on 114<sup>th</sup> terr second house on the right.

Jack & Laraine's; Left onto State Line (South) to 135<sup>th</sup> St left onto 135<sup>th</sup> (East); stay on 135<sup>th</sup> will change to 150 Highway (East) to 71 Highway, take 71 South to 58 Highway exit (third exit), Go right (West) on 58 when getting on 58 go directly to the left turn lane of 58, turn left at 1<sup>st</sup> stop light (East side of McDonalds) onto Peculiar Road (West Outer Road) Take Peculiar Road about 4 miles to 203<sup>rd</sup> St. Turn Right (West) on 203<sup>rd</sup> to second street (Grand) turn right to 201<sup>st</sup> street turn right on 201<sup>st</sup> Edwards is second home on the left (North)

Ray & Barb's; Left onto Peculiar Drive from 203<sup>rd</sup> to 58 Highway, Right onto 58 to North 71 (left) 71 north to 435 West exit, 435 West to Quivera, Right onto Quivera (North) to 103<sup>rd</sup> St, Left on 103<sup>rd</sup> St to Rosehill Rd, right (north) on Rosehill Rd to 101<sup>st</sup> ST left on 101<sup>st</sup> St to 13013 on your left (big flag pole)

## DIRECTORS DRIPPINGS

In the first newsletter this year I listed 6 goals for the year, I guess you could call this my report card for 2007. **I would like to hear your thoughts (good or bad) about this!**

- |   |   |   |
|---|---|---|
| 1 | Have our meetings listed in the KC STAR | <u>Done</u>   |
| 2 | Apply to host 2009 VTR                  | 50/50 (we did apply/then<br>Withdrew application)         |
| 3 | Personally attend every function        | Almost  |
| 4 | Establish a group web site              | Goes online this month                                    |
| 5 | Sharing with other clubs                | Done  |
| 6 | Participating with Charitable groups    | Tried (Boy Scouts no co-<br>Operation from their leaders) |

I'm not perfect am I? How have you done? In order to grow we all have to do better. Lets all set some goals this year! How can we get more young people involved? How can we serve our community better? How can we have more fun with our LBC's? Think about this and bring your answers to the planning meeting in January. In the mean time we have one more event this year, the Progressive Dinner December 8<sup>th</sup>. I'll be there and hope you all will be too.

The group will celebrate it 30<sup>th</sup> Anniversary in 2008!!! We are planning several things to celebrate, if you have any special ideas let us know at the planning meeting.

Have a great Christmas and New Years.

Jack

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Dear Jack,

PLEASE put this into the newsletter. It could literally save someone's life.

Recently the tread came off a tire while I was driving. I ordered new tires from Coker Tyre. They were sent to an installer. Upon arrival the owner of the shop told me he would *not* install the "new" tires as they were TEN years old. At this age the adhesive comes apart on a tire leading to failure.

I called Coker and the old tires were returned and replaced with new tires.

The age of a tire is the last three or four numbers of the DOT code which is on the inside of the tire. It is against federal regulations to sell a tire as new if it is more than five years old. According to the technician it is not a good idea to install a tire that is more than three years old.

Moral of the story...always check the age of tires prior to installing them.

Best of luck,

Michael

Editor's note: I edited this for clarity, but Michael's right. He did not state what brand etc. the tires were, but I'm assuming Michelin Redlines. The last time they made a run of these was about 10 years ago which was when I bought my set. I disagree with the three or not statement, tires kept inside out of sunlight, whether on a car or not, will last many years.

Hi Jack,

I think that there should be a Caution note in the news letter about a serious problem on these cars now that they are getting some age on them as is the rest of us. Just about two mo after Martha had her problem with the right rear wheel, I had the same thing happen to me. The right rear wheel striped al six of the bolts out of the housing that holds the wheel on to the car. Thank God I was not on the hi-way as Margaret was. But this is a very serious Problem. I had to drill the holes out over size and re tap the threads and put in oversize studs and reinstall the wheel. I am going to do the left wheel also. When you have die cast aluminum, steel and salt the do not mix for very long. So I think that there should be a note to all owners that there is a problem here.

Thank You  
Ray Overton

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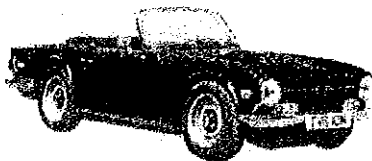
One stock wheel for TR-6. Used, but was professionally sandblasted, primed, two coated correct silver and clearcoated...looks as good on the inside as outside. Never mounted. I had 10 of them done at the same time, have this one left. \$75 (A new one will cost you \$200!)  
Woody Underwood 816.523.8356 wunderwood@kc.rr.com

**Art of the MACHINE**  
City Market Show

Rain was forecast but didn't develop until after the show, for a change! There was great weather and a very good turnout for the show, 18 cars in total. Seven were Triumphs, 7 MG's, 1 Sunbeam, 1 Jaguar and 1 Rover sedan. We met on the North side outside of the City Market and paraded into the City Market at 10am. We were all parked under a canopy and out of the sun for a change. The hi-lite of the show for many was letting a little kid sit in their car and have mom or dad take their pictures. There was a lot of shopping and eating done by all. There were a lot of good buys on fresh vegetables and several bought bulbs to plant for next spring. Just as I was leaving the owner of BoLings came over and visited with me about my car, he had had a 2000 many years ago and was a real Triumph fan. When I told him MG had been sold to a Chinese Co. he stated "I would never buy a car made in China." I ended up being the last one to leave, which didn't surprise Laraine. We all got dash plaques and there was no pressure, just a lot of fun! Thanks to the MGA Club for setting up the show. Jack

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# TRIUMPH TSOA NEWSLETTER

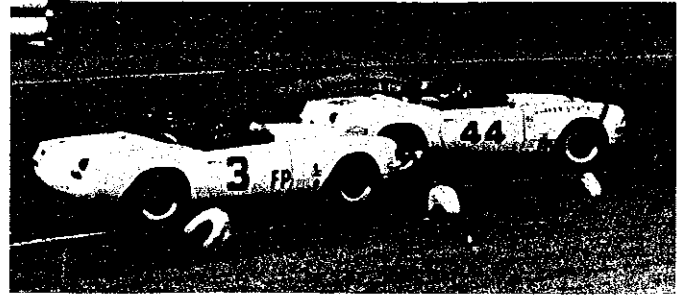
TRIUMPH SPORTS OWNERS ASSOCIATION

600 WILLOW TREE ROAD • LEONIA, NEW JERSEY 07605

VOLUME 14, NUMBER 11

DECEMBER, 1968

## A Real Rousing Christmas!



Battle of equals — Lee Mueller (#3) and Brian Fuerstenau went through turn 6 this way almost every lap of the FP race.

### THREE FOR TRIUMPH AT RIVERSIDE

Southern California racing fans don't know what real racing is. Ten thousand turned out for the Times Grand Prix and watched a long race with characteristics strongly reminiscent of a parade. Less than twenty thousand came to Riverside International Raceway for the American Road Race of Champions but they saw some racing: Fourteen, nose-to-tail, side-by-side, never-give-an-inch races made for the aficionado, each half-hour leaving the crowd limp.

We've been to all the Riverside ARRC's and to one at Daytona. There's a fine thread of tension stretched from car to car all through the pits. Crew members work furiously, smoke and talk with almost vicious energy, never let down for a moment. Drivers stride back and forth, driving suits are sharp, often new, conversation is crisp and the usual "war stories" are tempered by one vibrating fact: There's nobody to impress here. This is the big one . . . every driver is top, every car is well-prepared, every story rates a hearing because it's for real! This time, when the flag falls for the first race and every race, there will be no smoking clunkers at the back of the grid. They all have a chance because they're all leaders. That's what makes the ARRC.

Twenty-eight Triumph drivers competed in five ARRC events. They won three firsts, a second and two thirds.

#### E PRODUCTION

The 1967 Class EP champ was Lee Midgley, driving a TR-3. Back this year, Lee sat on the front of the grid in an orange Alfa Duetto. Scan the grid all we could, we couldn't find a TR-3. For the first time, none were present. Second place Northeast TR-3 driver, Bob Krokus, had earned a ride in the Kastner-prepared GT-6 and qualified in fifth spot.

Rolling starts are a new ARRC policy. While it seems unusual that drivers who run standing starts all year should have to use an unfamiliar method in the national championships, the rolling start was decreed in the cause of safety and equality. As a safety

factor it worked well with only two starting-line tangles of any consequence. In execution, for the first several races it was by turns comical and infuriating. The EP start was the worst.

Having had nothing but a sketchy briefing just prior to the race, the drivers failed to close up on the first attempt, straggling all the way back from the start-finish to the exit of the last turn, even after a full lap behind the pace car. A second-row Porsche driven by Bob Kirby, jumped the flag and passed the front row, necessitating a wave-off. However, the front half of the field didn't get the message and began racing despite waving yellow flags at each corner. They all gradually realized the situation and fell into line again, the last one, Krokus, receiving a red flag at the start-finish.

The field, completely disorganized, was reassembled and sent around again. Meanwhile, Krokus had shut off the engine in the GT and had trouble re-starting. Only a lucky use of brains and reverse gear on the slight incline where he had stopped got him going again and he was forced to go most of the lap at racing speeds to regain his position. Following the green flag, he ran among the leaders for five laps only to be sidelined abruptly, in clouds of dust, at turn four with a broken axle.

Midgley relinquished his title to Mike Eyerly in a Porsche, the Alfa not quite able to stay ahead. Fortunately, following this race, the stewards arranged that the starts be made after only a portion of a lap behind the pace car and that the rolling speed be very slow, allowing the drivers to bunch up for a good start.

#### F PRODUCTION

Brian Fuerstenau, of Group 44, set a new FP lap record in Friday qualifying. 1:44:44. Omens are omens but Lee Mueller, Southern Pacific champ and driving a Kastner-prepared Mk-3 Spitfire, wasn't going to be bothered. His time was less than a

Continued on Page 3



Strategy conference. Robbie Krokus, settled firmly in the GT-6, gets last-minute advice from Kas. A few minutes later, the car was out of the race, side-lined by a broken axle.



GT-6 sits forlornly outside of the esses, retired after just five laps.

## NEW CLUB OFFICERS

### TRIUMPH SPORTS CAR CLUB OF NEW JERSEY

President	Sevey Vignola
Vice-President	Jim DeYoung
Treasurer	Howard Avery
Recording Secretary	Judy Schettino
Corresponding Secretary	Betsy Amlicke
	41 C Sycamore Rd., Clifton, N.J.
Directors	Mike Cunningham
	Jack Griffie
	Jack Taylor
	Ed Van Vliet
	Jim Wotton

## CLASSIFIED

### ITEMS FOR SALE:

1964 TR-4, approx. 64,000 miles. Red with white top, very clean. Has overdrive, Michelin X, radio, heater, chrome disc wheels. Includes Halda speed pilot, custom rally board, tool boxes and miscellaneous spares, chains, Lucas driving lamps, manual and extra wheels. \$1850. Harold Hemmele, 13924 Anola St., Whittier, Calif. 90605. 213-696-9729.

1964 TR-4, showroom condition. 6000 original miles. British Racing Green. \$1500. Joseph Fanelli, 527 Hopper Ave., Wyckoff, N. J. 07481. 201-652-7342 or 445-4803.

1966 TR-4A. Originally set up to race but streetable. New race-prepared engine (2195cc), tires and suspension. Many options, never raced. \$1995. Terry Wilbey, 300 Forest Dr., Short Hills, N. J. 201-376-5466.

1965 TR-4A race car. 30,000 miles. Overdrive, limited slip, 4:55 rear end, mag wheels, competition springs, shocks and sway-bars, engine lightened and balanced. Not stripped for weight, currently being driven as daily transportation. \$1600. T. B. Frazier, 601 Brown Trail, Hurst, Texas 76053. 817-BU 2-1180.

TR-4A, 1966. 2nd Dp SE 1967. Excellent shape, low mileage. Minilite mags, new Goodyear Polyglas, all competition extras. Can be put back in top competitive form with limited slip and F cam (available). \$2500 firm. Hal Gettings, 6605 Lenneal Beach Dr., Orlando, Florida 32810. 305/293-6847.

1963 TR-4 semi race-prepared for drivers school or regionals. Modified cam, balanced engine, high compression, roll bar and full competition suspension. \$545. Raymond L. Hawkins, Mendham Rd., Bernardsville, N. J. 07924. 201-766-3207.

1962 TR-4, ICSCC '69 class F champion. Complete with tow-bar, extra tires, many spares and all street equipment. 4 firsts, 4 seconds this year. Body dinged. \$1200. Eric Greenwell, 1101-B Gribble St., Richland, Wash. 99352. 943-9065.

1958 Maserati Zagato 2 litre coupe. Red with new brown upholstery, 3 Webers, Michelin X on Borrani wires. Make offer. Interested in TR-3 or 4 in trade. J. E. Nicholson, Jr., 1503 Brooks Ave., Raleigh, North Carolina 27607.

TR-4A parts. 4A manual \$10., tonneau like new \$12., top boot \$4., steering wheel \$4., jack and tire iron \$5. Bruce Bauer, 1707 Blue Jay Cove, St. Louis, Mo. 63144.

4A tonneau, front bumper and grille guard, Lucas P700 headlamps, Italian air horns, chrome luggage rack, all like new, half-price. Dr. C. Lear, Vancouver, B. C., Canada. 604-224-6209.

TR-3 manual, \$10. Water temp. gauge for TR-3 complete with tube and connections, new in box, \$18. D. R. Rupe, 114 E. S. 7th, Grangeville, Idaho 83530.

Mallory Ignition system for TR-3, distributor and coil. Needs distributor cap and points, \$7.50. One disc wheel with hub cap, \$10. H. W. Gray, Haley Rd., Kittery, Maine. 207-439-0803.

TR-4 head, block, cam, pistons, miscellaneous other parts in good condition. R. Breunger, Box 54, Mason City, Ill. 62664. 217-682-5655.

### ITEMS WANTED:

1960-64 Herald convertible or Sports 6 convertible, good condition. R. Breunger, Box 54, Mason City, Ill. 62664. 217-682-5655.

Black TR-4A tonneau. Carl DeZur, Jr., Box 98, Pennsville, N. J. Spitfire or GT-6 in need of mechanical repair. Prefer body be free of major damage. Please send description and price first letter. Garry M. Ford, RD 4, Waynesboro, Pa. 17268. 717-794-2207.

Armstrong adjustable shocks for GT-6. Walt Paliga, 24385 Colgate, Dearborn Heights, Mich. 48125. 313-561-2536.

## TSOA SUPERMARKET

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GT-6/2000 Competition Preparation Manual . . . . . \$2.00

TR-4, TR-4A Competition Preparation Manual . . . . . \$2.00

SPITFIRE Competition Preparation Manual . . . . . \$2.00

JACKET EMBLEM . . . . . \$1.00

(Club Discount — 1 Doz.) . . . . . \$10.00

Send Check or Money O. D. No C.O.D.'s please.

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EDITOR, M. . . . .

## THREE FOR TRIUMPH AT RIVERSIDE *Continued from Page 1*

second slower. During the early laps of the race it became obvious that the second made little difference. First Fuerstenau led, then Mueller took over. Rarely more than inches apart the two white Mark 3's had a five-car-length lead over the rest of the field before the first lap was over and the very quick Datsuns, Sprites, and MG Midgets had only third place to struggle for.

In the midst of that struggle was Dick Carbajal in another Spitfire. Though very fast during the season, his qualifying at Riverside went against him and he sat fifteenth on the grid. No matter. In a few laps he had nipped off twelve cars and was running third, barely ahead of Bob Sharp's Datsun. Their duel for third was hardly less spectacular than the first-place scramble but ended less happily for Triumph. Three laps before the finish, Dick's engine disintegrated, stamping DNF across Triumph hopes of a 1-2-3 finish.

Halfway through the race, darkness was coming fast. Most drivers had removed some of the protective tape over their lights anticipating this problem. Fuerstenau went them one better . . . he jauntily turned on the four-way flashers and blinked his way around the course, in command by distances of two inches to ten feet and frequently finding Mueller halfway past him in the tight spots. On the last lap, he had pulled out about a two-length lead and it was obvious that Spitfires would be first and second. Gremlins got into the act, however, shutting off Mueller's engine late in the lap, leaving him to dead-stick across the line in tenth place.

All through the weekend a few minutes here and there made the difference. In warm-up practice the morning of the race, Lee Mueller's Spitfire sheared its flywheel bolts, starting a day-long pit battle to drill out the old bolts and replace them, a job completed only an hour or so before the start. Fuerstenau's car, smoking noticeably during the race, was dangerously low on oil at the finish. As for Mueller's gremlins, the verdict was bad gasoline! Inspection of the fuel pump showed it to be clogged with dirt and unidentifiable glop.

### G PRODUCTION

Twelve G Production Spitfires made it to Riverside and five of them made the first five spots on the grid. Mike Downs, Group 44 member, took the pole with a new course record of 1:48:16. Digressing a little, here's a chance to compare the Mk 2 with the Mk 3 . . . Brian Fuerstenau's new FP record is nearly four seconds faster. The next three drivers, Jerry Barker, Don Devendorf and Jack Scoville, were all on the same second. Right behind came Nils Sanborn with only a six-tenths deficit. The balance of the field showed a greater spread than in most of the other races, last qualifier being twenty seconds slower than Mike.

Morning fog had covered the course for race #1, H Production and, as the G cars fell in behind the pace car, the engine sounds were still muffled and fluffy. At flag-fall, they asserted themselves and charged off with the first four Spitfires all in strong contention. Jack Scoville tangled almost immediately with the Datsun of Jim Fitzgerald and was out with damaged suspension. On lap two, Jerry Barker felt a gentle nudge from the same oriental source and did a wild spin in the esses, dropping all the way back to 18th. Eventually, frequently lapping much faster than the leaders, he fought back to fifth, just behind the Alfa of Wilbur Pickett.

First place was in question every lap of the 17. It was Downs vs Devendorf and the final deciding factor was experience at Riverside. Either driver could maintain a small advantage on any part of the course except turn nine at the end of the straight. This sweeping, banked right is part of the old oval and a difficult turn to learn. No matter how much of a lead Downs might have going into nine, he was seldom ahead by more than inches coming out. In the end, Devendorf slipped through on the last lap and won by a length.

Other hard luck was suffered by Nils Sanborn who ran up among the leaders until forced to retire with a seized engine. A borrowed generator had frozen on about the 7th lap, throwing the fan belt and it was only a matter of time until overheating did him in. Former champ Jerry Truitt finished third in an MG Midget using a spare engine.

### D PRODUCTION

This one became a question of how fast is fast? Paul Hammer's Jaguar 120 was fastest down the straight, but Marcus had the pole in his TR-4A . . . John Kelly in the Group 44 TR-4A won the race. Hammer finished second and Marcus third.

From the start Hammer looked like a winner. The speed of the Jag gave him a lead of tremendous proportions at the end of the first lap. However, Kelly more than made up the deficit on the twisty portions and made his pass after five laps, never relinquishing the lead after that. Marcus, meanwhile, had to get past two swift Lotus 7's, one driven by ex-Spitfire driver Don Kearney, to work his way into third. He then matched Kelly's performance, passed Hammer and was making a strong bid for first with several laps to go.

Oil on the track at turn seven finished Buz's chances. Kelly slid but got through, Marcus spun off course and was passed by Hammer. Although he tried hard, Marcus was still a second behind at the flag. Kearney finished fourth and Bruce Philpp, Central Division champion, was fifth in a TR-4.

In 9th place was Dick Staples, Richmond, Va., who must be credited with the biggest effort in getting his car to the grid for the race. During Friday qualifying Dick went off in turn five, slid up a bank, hit the fence, spun around and backed into another section of railing. The results were a badly damaged right rear suspension and body, broken steering rack, etc. Despite what looked like a hopeless situation, Staples, crew chief Bill Zimmerman and helpers got cracking and the car made the race.

### C PRODUCTION

C Production was the last race on the program. Having seen night fall on FP Saturday evening, the stewards were aware that the planned starting time of 4:30 would result in several laps at the end in total darkness. The rest of the program was rushed, intervals were held to a minimum and since the afternoon was almost completely without incidents which would slow operations down, CP got under way at 4:20. Even so, tape was conspicuously absent from most headlights.

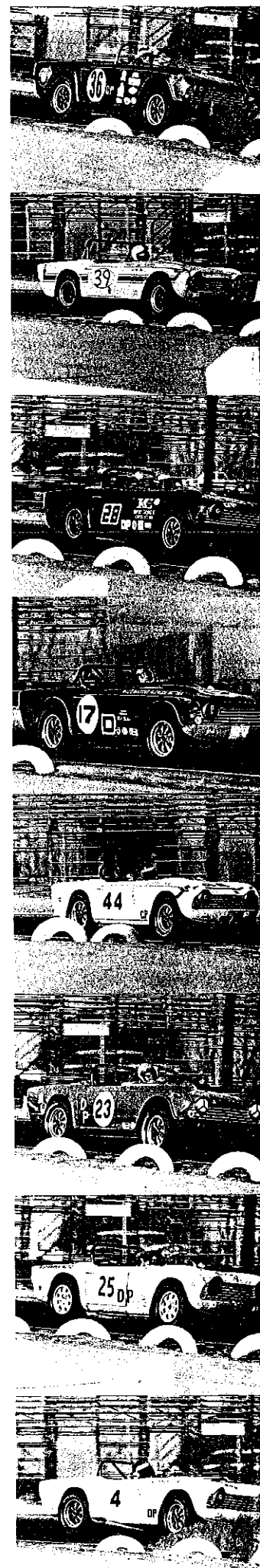
Bob Tullius, driving as well as he had ever done, missed the pole, coming just behind one of the two orange Porsches driven by Alan Johnson and Milt Minter. Johnson, in getting the pole, had set a new lap record at 1:39:72. Jim Dittmore's TR-250 was only two cars back behind the Datsun of Bob Sharp and another Porsche.

Tullius was clearly in the lead the first two laps but could not stay ahead of the Porsches in the all-important turn nine and was out-braked and passed on the third lap. He and Dittmore then proceeded to dice mightily for third place, sometimes playing follow-the-leader in the esses but more frequently fighting for position, a tactic which resulted in body contact at the end of turn seven putting Dittmore off course and distantly in fourth. Much of the excitement of the race was generated on the pit straight where, lap after lap, the two Porsches and the two TR's went by in a clump, rounding turn one in roaring unison, almost like one huge orange and white racing car. Only when they reached the esses did the Porsches' slight advantage in braking and handling allow them a small lead. Down the straight the TR's would catch up again and so it went. Tullius clung to Minter's rear but could not quite pass. Dittmore retired with mechanical problems on lap 15. His "no charge" light had been glowing visibly after the third lap and the final diagnosis was that the failure of the alternator had put considerable drain on the battery, lowering the voltage enough to slow the fuel pump, starving the thirsty fuel-injected engine.

Following a dispute over oil cooler locations, Johnson and Minter were placed one-two, Tullius third, Scooter Patrick in the Toyota 2000 fourth and Davis's Porsche 5th. The first Datsun was Scoville's, in sixth.

Three out of five is a great percentage and, when you consider the odds, the TR-250's third place is a real achievement. Clear proof was established that Triumphs built to Kastner specs are winners, east coast or west coast. The only margin of victory was driver experience and mechanical failure of the "that's racing!" sort.

How They Took Turn Six: Riverside is tricky so the similarity of lines among TR-4 drivers is all the more remarkable. For you readers, a chance to compare techniques. For you drivers, a chance to spot where you lost those few tenths . . . or gained them!



## KANSAS CITY TRIUMPHS EVENTS 2007/2008

Everything posted is of course tentative depending on attendance and the weather. Please contact the point persons listed with an RSVP if you plan to attend an event, they appreciate it. **BOLD** means it's an official Triumph Club event. Contact the Newsletter Editor, Director or point person about changes. Everybody's contacts are listed in your roster or on the front page of this Newsletter.

<b>December</b>	<b>NO CLUB NIGHT OUT</b>	
<b>December 8</b>	<b>TR Progressive Dinner DIRECTIONS AND TIMING ON PAGE 2 OF THIS NEWSLETTER</b>	<b>Jack Edwards</b>
<b>January 3</b>	<b>Club Night Out 6:30PM Same Place Every Month Jake's Smokehouse, 83<sup>rd</sup> and Wornall, KC,MO (I'll call you all from Cabo San Lucas...Woody)</b>	<b>Jack Edwards</b>

Everybody will get an e-mail before the listed events with timing, directions, etc. Or check the Newsletter/Group Page/Website for info.

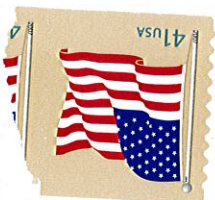


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