

KANSAS CITY TRIUMPHS

NEWSLETTER

Volume III Issue 1

September 1980

Editor: Gary L. Davis

EDITOR'S NOTE: As you can see above, this is the first issue of volume three and signals the beginning of our third year as an active organization. Thinking back over the last two years, I can see a great growth and a tremendous opportunity for the future. We have sponsored several rallies and tours, two weekend tours to the Lake of the Ozarks and two dinner parties. We are recognized as a local chapter of the national Vintage Triumph Register and also by the Triumph Sports Owners Association. We assisted the Jaguar Club in their concours this year and have twice participated in the Shriners' car show. Over 80% of our events are sponsored solely by the club and are attended by only our members. Our membership now stands at over forty and we are still growing. I like to look back a little and see what we have accomplished, but more important we need to look ahead and see where we go from here. The big question is what is in store for our third year? Read on and see for yourself, I think we have some real special things coming up, and I get excited just thinking about them.

-Gary-

UPCOMING EVENTS: September 21 - Sunday - Fall Rally. We will meet at the south entrance to the new Bannister Mall at 1:00 p.m. The entrance is located on 95th Street just east of I435. The rally will cover approximately forty miles of scenic out-of-the-way roads around the Raytown and Lee's Summit area. Your instruction sheets will include a number of questions concerning points along the route. Winners will be determined on the number of correct answers. In case of a tie mileage and time will be considered. All you need is a driver, navigator, pencil and some sharp eyes and you're ready to roll. I almost forgot, a Triumph would be nice to take along also. Let's have a real strong turnout for our last driving event of the season. Wheels up!

October 17 - Friday - General Membership Meeting and Election of Officers, at 7:00 p.m. at the Inter-State Savings and Loan, 8629 Metcalf. This will be our most important meeting of the year. We need as many members as possible to attend and to vote for officers for the next two years. We also want to discuss plans for next years events. We plan to start right at 7:00 p.m. and will have refreshments after the meeting.

November 15 - Saturday - Annual Dinner Party. This years dinner will be in the banquet room of the Blue Valley Manor Best Western, northeast corner of I70 and 7 Hiway in Blue Springs, Mo. The evening will include a cash bar, dinner including roast beef, vegetable, salad and dessert, installation of club officers, showing of a film entitled, "Success by Design" furnished by Jaguar-Rover-Triumph. The film traces the development of the TR series 2's through 7's. We will also see slides of our past season events and from the North American Triumph Challenge. The dinner reservations are \$7.50 single and \$15.00 per couple. All reservations must be in no later than November 1. If you make reservations and are unable to attend, we will refund the full amount. Why not go ahead and mark your calendar and send your check - make it payable to K.C. Triumphs, 6039 Rockhill Road, Kansas City, Mo. 64110 and make this years dinner the best yet.

DIRECTOR'S NOTE: That time has come again to replace the everyday transportation module. The trusty Corvair, refusing to die despite terminal symptoms and advanced age (140 K), has slowed to a crawl and has a very uncertain future. I leave it with nothing but praise - six years, 75,000 miles, and minimum repair all for the 1974 purchase price of \$225.00! Has to be the cheapest basic transport I've lucked into.

It got me to thinking about all of the cars I've owned in the past twenty years. Only two were purchased new, a Spitfire and Cortina GT. The other eight came into my possession for a paltry combined cost of \$3500.00. Trading and selling one for another reduces that to \$2500.00 - a bit over \$300.00 per car. How's that for cheap transportation, folks?

But what does all this have to do with Triumphs? Well, I'm getting to that. One of those cheap cars was a \$400.00 1957 TR3 which over the years has been lavished with \$3000.00 worth of restoration and maintenance. Where did I get the money? Not from a musician/teacher salary. No, it's "zero-sum" philosophy - money for transportation always comes to zero - but you can manipulate it.

Ya wanna buy a Corvair?

Put a Triumph in your day,

Paul McBride, Director

PROJECTS: Many of you will receive your membership cards with this issue. Everyone else will receive theirs when they renew this year. They will be issued each year as you renew your membership. We also hope to have the windshield decals ready by the next newsletter. Our plans are to furnish two to each member and charge 50¢ each for any extras needed. The cards and decals are a part of the regular membership and have become possible due to our increased membership.

If you know someone or just spot a car, stop and see if they might be interested, you never know.

NEW MEMBERS AND CHANGES:

Cox, Bob & Cathy ✓
4870 Black Swan Drive
Shawnee Mission, Ks. 66216
631-1476
TR6 1973

Larson, Len & Debbie ✓
11210 E. 58th Terr.
Raytown, Mo. 64133
358-0352
TR3 1960 TS57694LO

Nally, Jude ✓
6006 N.E. Bircairn Place Apt. 1A
Gladstone, Mo. 64118
TR3B 1962

Pankey, Larry & Jan ✓
9801 W. 56th St.
Merriam, Ks. 66203
362-4031
TR250 1968 CD8405L

Perkins, Jim & Carol ✓
436 Trant
Edwardsville, Ks. 66111
913/441-1533
TR250 1968 CD8152L

Soltau, Al & Betty ✓
6721 N.W. Park Plaza Dr.
K.C., Mo. 64151
587-8505
TR3 1962

Yarrington, Ken & Dana ✓
2008 Abbey
Blue Springs, Mo. 64015
229-4818
Looking for TR3

Address change for Nadine Conner - 456 W. 104th St. #D, K.C., Mo. 64114
942-2857

PAST EVENTS REPORT: The best place to be on a hot summer evening is in a swimming pool and that is exactly where we were on July 13. Those who attended enjoyed a lovely, refreshing evening. If you missed this one you really missed out. A very special thanks goes out to Bob and Esther White for their hospitality. Let's hope we get another invitation next year.

At 6:00 a.m. on August 14, two 57 TR3's headed north on I35 to Des Moines and east on I80 to Ottawa, Illinois. Despite rain, the 480 miles went by without incident and we arrived at the North American Triumph Challenge V and V.T.R. National Convention. Paul, Jeannie, Barb and I were met at the motel by Richard and Virginia Peak and their two sons. The weekend that followed was filled with Triumphs, parties and rain. The speed event on Friday was a nice dry day and we saw the great handling aspects of TR's put to full use. The technical seminar put on by Lucas was excellent and was really geared for the backyard mechanic. The concours on Saturday was rain all day, and the judges endured it for the full five hours. A flea market was held in the banquet room because of rain, but there was plenty of response and some great buys were made. We had a general meeting of V.T.R. members that afternoon. The awards banquet was Saturday night and included a band and dancing. Paul and I did take first and second place in our class. Sunday morning brought on more rain as we headed west, but by lunch it was sunshine, tops down as we returned to good ole

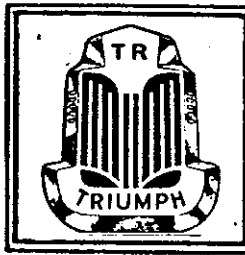
K.C. Over a thousand miles on each car shows that a TR can certainly be as dependable as its reputation if maintained. The fruits of this trip are best explained in the following article.

FUTURE EVENTS - V.T.R. REPORT: These sections have been combined because they are very much interrelated. The V.T.R. national board meeting at N.A.T.C. V was very much like our own meetings in that everyone has their own ideas of what should be done and where. It seems, however, that they forget that they have members all over the nation not just in the east. However, their plans are centered around a national meet in eastern Pennsylvania next year and in the Detroit area the year after that. There was also discussion about Long Island again, so it may be safe to say that a national event may not be near for 3-4 years. We raised a question to President Steve Rossi about K.C.T. sponsoring a regional event next year. He stated that as long as it was not planned to compete with the national as far as time wise, there was no problem and they would help support it. The rest should be fairly obvious.

I remember two years ago at the national meet at Indiananapolis when Paul, Charles Barr and I first met and decided to start a Triumph club in K.C. We had an idea and only three people to work on it and the results have been fantastic. Now we have another idea and an even greater chance of making it work because we have a great membership to draw from. What we have in mind is a three day meet the second weekend of June, 1981. Activities may include a driving event, technical session, concours, flea market and banquet.

What we need are people willing to take on some responsibility and handle an area of the event. We are presently looking for locations to hold the event and trying to see how the different events can be set up. We plan to advertise in three or four national magazines. Participants should come from not only Missouri and Kansas, but from Iowa, Nebraska, Arkansas, Oklahoma, Texas and who knows where else. What a great chance to see some great cars, meet some really great people and have a super weekend, and all right here in K.C. How does that sound for an idea?

It will take a lot of work and planning, but when you can stand back and see a line up of sixty or seventy Triumphs covering more than thirty years of production, you will know why we went to all the trouble. There will be plenty of information in the next few months, but sit back and think about possibilities a minute and I know you will be ready to help. A little work from everyone will do much more than a lot by one person, let's all get involved and truly make this a total club sponsored event. Bring your ideas and questions to the October meeting and let's get this show on the road---to success!



KANSAS CITY TRIUMPHS

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.

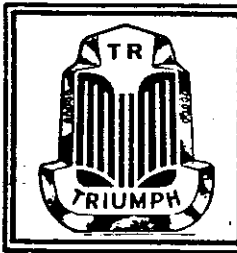
General Membership Meeting - Oct. 17. A meeting during the World Series is not always the best idea, but we did have a pretty good group of members turn out. The present officers stated their interest in continuing their present positions, a motion was made, seconded and passed that they continue their 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, Higginsvill, 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

NEWSLETTER

Volume III Issue 3

January 1981

Editor: Gary L. Davis

EDITOR'S NOTE: We are about to embark on the most important and I am sure most exciting season K.C.T. has ever seen. We have the three things it takes to make good things really happen. The first are ideas and we certainly have them this year. In fact, we have so many that the schedule is a little bit of a question. The second is people willing to get involved and plan and work on these events. More about them later. Third is a membership that gets out and participates and shows the interest and support that makes it all work and enjoyable for everyone involved. With a set up like this we are well on our way to our third super season. Let's all keep those three items in mind and remember it takes all three to make a success. Every member has made a commitment to be involved in all three: Ideas, Planning and Participation. Read on and see what's coming up.

-Gary-

UPCOMING EVENTS: January 25 - Sunday - 1:00 p.m. Our first meeting of 1981 will be a technical session at Rick's new shop - 12101 W. 88th, Overland Park, Ks. Take 87th Street west across I35 to ~~the first~~ ^{Monrovia} left and then left on the first street. Just look for the TR's and you'll be in the right spot. (Weather permitting, of course.) One topic planned is of great interest to many of us, wire wheels, the rebuilding, maintenance and inspection. Rick also plans a demonstration on final adjustment of those S.U.'s and we have information on the infamous Lucas electrical system. Of special note is a second group that will be joining us for this meeting. The Greater Kansas City MGA Club will be our special co-hosts for this session. Their club was formed last October and is already growing steadily. This is a great opportunity for the two memberships to meet and we hope the future holds many similar efforts by the clubs. We need to make a really good impression on the MGA Club so if the weather permits, let's see plenty of those TR's sitting in the parking lot. Remember - a good TR is worth a thousand words!

February 28 - Saturday - 7:30 p.m. Rick is going to open up his party room that dates back to the original TR club of the "good old days". The room is unchanged including decor and music system, so we decided to make this a late 50's - 60's party, complete with twisting, limbo, mini skirts, skinny black

ties, flat tops, french rolls, hula hoops, HOLD IT -- Sorry, I got carried away, seriously be there at 7:30, 7301 W. 89th Street. It's one block west of Metcalf on 89th Street which is the first street south of King Louie. It's BYOB and the club furnishes mix and snacks. If you want to bring any goodies, be our guest. See you the 25th and be sure to roll-in in your TR.

DIRECTOR'S NOTE: Lodged in the chemical storm of my mind is a memory: A cold winter night somewhere between Honey Creek and Green Lake, Wisconsin in the late 1940's. It's a memory of feeling, not fact; a curious combination of warmth, excitement, adventure and security. My twin and I were lying in the back of a '47 Ford - he on the seat and I on the floor - wrapped in our snow-suits (Is there still such a garment?) and covered with blankets. Even now, I can feel the drumming of the torque-tube; the feed back of spinning tires through Henry's archaic suspension; and the South Wind heater's tepid breeze via swinging doors (a la TR3). Mom and Dad were in front probably anxious to get home, but I could have gone on forever. It was a perfect feeling - no doubt akin to the womb. (Shared that with my twin, too.)

I had the same feeling on a snowstorm night in a '50 Mercury (James Dean Special), riding the turnpike alone after playing my horn with a bad band in Topeka. The deep mellow flathead resonance was all the music for miles of white. It could have gone on forever.

Michigan, December '63, my wedding night, well below zero. Had to get away to a motel in Lansing. New Spitfire was loaded with bride, three suitcases and wedding gifts. We stayed warm enough under 70 m.p.h. The interstate buzzing three inches below us, dash lights glowing, exhaust note steady, we felt secure from the lethal elements only a vinyl top away. The little Spit even came to life the next morning - no rude jokes, please. It was, by the way, a good marriage; lasted nearly fifteen years, which was longer than the Spitfire.

For those of you who empathize with these pleasurable feelings of winter motoring, their near duplication is only a TR away. Peel off the car cover, make sure the Prestone is sloshing around through the Smiths heater and finding its way back, check that the side curtains (or windows) and top do, in fact, meet. (A half dozen rags to stuff in the drafts is optional.) Dial up a clear sunny day in the teens or a night in the 20's, pull the choke and play with it for the first five miles. By then you and your TR will be warm and secure, and excitement and adventure is inherent in any TR trip. It works for me-- everytime.

Put a Triumph in yourday!

Paul McBride, Director

FUTURE EVENTS: At the committee meeting of January 9 we could really see what a super event the June regional meet will be. Officially called M.A.T.R.I., which is the Mid-America Triumph Regional One, the plans are really starting to fall into place. We want to list the chairmen and their areas. If you have an interest in helping in one or more areas, please give the chairman a call, he will be glad to hear from you!

Paul McBride is in charge of advertising and public relations. He is advertising in various car magazines and will be using area newspapers at a later date. Richard Peak is contacting businesses and companies for promotional material and gifts for the entrants' packet or "goody bag" as it is called. He is also looking for items for door prizes at the banquet and is contacting vendors for the flea market. Rick Torres is in charge of the technical sessions and tour of Kansas City. Gary Davis is in charge of the concourse and skill driving event. Jerry Witherspoon is handling the motel reservations and the the banquet and registration table. For those of you that missed the factory film at the banquet we will have it again at M.A.T.R.I. All of the chairmen are looking for help and ideas, so give them a call and mark your calendar right now for June 12 and 13 for the biggest Triumph event the midwest has ever seen. More info to follow.

SPECIAL NOTE: We would like to offer a new column to our newsletter. If you have any questions about your TR concerning authenticity, production changes, parts sources or whatever, we will research it and print the question and answer in the next newsletter. In this way we can all benefit from your experience. Send your questions to the address listed on the bottom of the newsletter and we'll get busy on it,

ADVERTISEMENT: Gary Davis is interested in doing interior repair or upholstery work. Anything from seats or interior panels to top repair or new rear windows for the top. He will also rent out his upholstery sewing machine for the do-it-yourselfers. Give him a call if you need some work done.

MEMBERSHIP REPORT: Enclosed is the new club roster. You will find some new addresses and let's all welcome a new member, Marlin Cooper and his wife, Pat.

PAST EVENTS REPORT: The November 15, third annual dinner party was the best yet. Let's all thank Jerry and Bev Witherspoon for setting everything up and thanks to Paul for getting the film. We had twenty-three members in attendance and everyone had a great time. Paul's 1957 TR3 parked in the lobby was a big hit with everyone. The November time slot seems to be better for everyone so

we'll plan on it again for our fourth annual dinner this year.

TRIUMPH HISTORY: I'm sure many of you have seen the pictures of the very first TR, the bob-tail TR2 prototype. The story of the development of this little two seater is contained in many Triumph history books. I don't have the space to tell the complete story, but I would like to give some of the basic facts leading to the development of the most popular sports car ever.

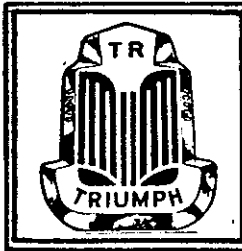
Around 1890 in Coventry the Triumph Cycle Company began producing pedal-cycles, yes what we consider a common bicycle! They began to experiment with the internal combustion engine around 1895 but did not offer the first motorcycle until around 1902. It was not until 1920 that the production of motor cars was considered and the first Triumph 10/20 was released in 1923. They continued with such models as the Super Seven Sports, Southern Cross, Gloria Speed Tourer which had the fashionable cutaway style door, and the Monte Carlo. Another famous model included the Dolomite and the exciting straight eight Dolomite.

In 1945 Triumph was purchased by the Standard Motor Car Company and became the familiar Standard-Triumph. The 1800 Roadster had already been designed and it was decided to build the body out of aluminum and use a tubular steel chassis. The razor edge style of the Salon was a direct take-off of the 1800 roadster.

Standard-Triumph's first attempt at a sleek bodied sports car, the TRX, was thankfully a failure and a new design was sought.

The TR2 was inspired by two factors dealing with competitive models. It was conceived to fill the gap between the MG TD's and the Jaguar XK120's and also because Standard-Triumph was unable to purchase Morgan. We do know the prototype TR2 was built in a mere 6 weeks, and production cost considerations dictated the flatness of the body panels. When Ken Richards first drove the TR, he is quoted as saying, "I think it's the most awful car I've ever driven in my life, it's a death trap!" Through refinements and a redesign of the tail section and Richard's months of driving the TR around the Motor Industry proving grounds at 100 m.p.h. until failure occurred and then correcting and going back, the TR gained its ability and reputation for dependability. All this paid off on the Jabbeke highway in May 1953 when the TR recorded 104.86 m.p.h. which isn't bad on only 3 cylinders, a 124.095 m.p.h. was then recorded. A sports car, a man's sports car was born and we all thank the factors of fate and chance for giving us what we all love.

Next issue we'll look at the development of the series after Triumph went into production of the TR2.



KANSAS CITY TRIUMPHS

NEWSLETTER

Volume III Issue 4

March 1981

Editor: Gary L. Davis

EDITOR'S NOTE: Looking outside I see the grass turning green and buds on the trees. These days of sunshine and 60-70 degree temperatures may be only a false start on the wonderful experience of spring, but I'll take it any day. Spring is a magic word that always brings on a feeling of new life and a casting away of the cobwebs of fall and winter. The growth and maturing of new life is a tremendous inspiration to all of us who have seen many springs bloom before our eyes. This blooming is a part of all of nature and also a part of our organization. New members, new activities, new experiences for all of us to share together are the elements of our growth together. More members becoming involved with the administration aspect of the club show the level of maturity we are reaching. The challenge of hosting a regional meet indicates we are blooming into a professional organization that is able to take positive action and not just have good ideas. This spring is our spring to share together, my hearty little friend in the garage is ready and willing to come to life for me, and I know yours is too. Triumphs were built to be driven and not to be static works of art. Our group was formed to be an active part of this pleasureable driving experience and to make the experience even more special by having others to share it with. Spring is the magic word that puts all the parts into motion. Every member is a part of this magic puzzle and every car is an integral part, let's take a look at where this special collection of men, women and machines are headed for "Spring '81".

UPCOMING EVENTS: Lexington, Mo. Tour - Sunday, April 26. Paul will be leading our first tour of the season to historic Lexington, the site of Civil War battle. We will meet at 11:00 a.m. at Independence Center at the northwest corner of the parking area. From I70 take 291 Highway north to the 39th Street exit. When you reach the light at 39th Street go straight into the parking area and look for Triumphs! We will tour up together and we are checking restaurants for a place for lunch. This is a great warm-up run

for the new season ahead, so get that TR prepared for some exciting motoring. As always, we want member participation over and above numbers of Triumphs, so if all else fails, fire up the family transportation and join the group. See you on the 26th and get this season off to a great start.

Third Annual Ozarks Tour - Saturday and Sunday, May 16-17. Following our long tradition, we again have planned our most popular and talked about tour of the season. This trip is good therapy for everyone. Forget the office, the bills, the pressure of the everyday routine and escape for a fun-filled weekend. It's good for the body and the mind and is simply a great time together. Rick is again the man in charge and we all know how well these weekends have gone in the past, so let us show you a great weekend. We have reservations at the Town and Country Motel in Osage Beach. This is a very busy time of year and reservations for a Saturday night are hard to get so we must have the \$22.00 room rate in advance no later than April 1. If you have to make a last minute change we can cancel, but to get more rooms may be a real problem so send in your check and let's make this the biggest and best Ozarks trip yet!

Mid-America Triumph Regional I - Friday, Saturday, Sunday, June 12-14. The arrangements are in the final stages and we are receiving inquiries from other states concerning this event. Headquarters is the Blue Valley Manor - Best Western, I70 and M7, Blue Springs, Mo. Jerry has done a great job of arranging special room rates, the banquet and the use of their facilities. Paul's advertising is already out in Old Cars Weekly and will soon be out in other publications. Rick is in contact with a representative from Champion for the tech session. Rick is also planning the route for the tour and Paul is making arrangements for some films from the factory. Richard has many contacts for items for the goody bag and is working on other special needs. Gary is setting up the concourse judging forms and arranging for the trophies. The schedule is as follows:

Registration: Opens at 8:00 a.m. Friday morning to welcome participants and distribute materials. It will be located in the hospitality room.

Tour: 1:00 - 3:00 p.m. Friday. This is a chance to show off K.C. to our out of town guests and see some of the highlights of the area. All cars participating in the tour will be given bonus points for the concourse judging.

Tech Session: 7:00 p.m. Friday. We plan on two separate presentations on specific Triumph related areas.

Films: Showings of the factory films will follow the Tech Session.

Flea Market: 8:00 a.m. - 1:00 p.m. Saturday. Parts, literature and cars may be displayed for sale. Bring out those spares and let's do some swapping.

Concourse: 1:00 - 4:00 p.m. Saturday. We will use a modified form of the traditional judging method, which is gaining wide acceptance. All Triumphs present will be asked to park in the appointed class areas so that we can see all cars together. Preliminary classes are as follows, and are dependent on number of cars per class;

Pre TR2 - 1800 and 2000 Roadsters, Salons, Mayflowers, etc.

TR2 - TR3 - early TR3's before Commission number 22014

TR3A - 3B - all wide mouth models

TR4 - 4A

TR5 - 250 (May be combined with TR4 - 4A)

TR6 - all

TR7 - all

Spitfire and GT6 - all

Vitessa, Herald, 2000 etc. and Stags

Modified cars - racing or custom

Triumph powered cars - Morgan, Bond, etc.

Long distance award driving a Triumph

Awards Banquet: 7:00 p.m. Saturday. We will have a buffet banquet and give out the trophies, plus door prizes. Banquet cost is \$18.00 per couple and the bar will be cash. There will be live music and dancing in the lounge for all those interested.

Flea Market: 8:00 a.m. - 12:00 p.m. Sunday. We will extend this activity to allow for that last minute shopping before the journey home.

Registration cost is \$20.00 per family. This is our first chance at a major meet in the midwest, everyone's participation will make it our most prized experience.

DIRECTOR'S NOTE: What is it? What's "THE FORCE" that influences us to engage in this bizarre behavior? We wear jacket patches and funny caps to identify our obsession. Some of us collect diminutive model idols. We read and reread old road tests, technical reports, weighty historical tomes, and even the diabolical tracts that hooked us in the first place - the salesroom brochures. We spend outrageous sums of inflated dollars to stave off demon decay and keep the breath of life flowing through the machine. A pseudo-religious fervor, all for a relatively obscure motorcar from England.

It sure as hell isn't rational behavior. Consider a refrigerator... has a lot in common with a motorcar. They're both inventions that meet practical needs. They've been extensively developed, and they're cloned on assembly lines. But where's the "Norge Owners Club" or the "Coldspot Register"?

"Ah," you say. "Refrigerators aren't fun. They just sit in the corner keeping cold. There's no romance in a refrigerator."

Indeed - but where's the romance in a motorcar? I suspect, in the mind of the owner. Such ardor carries the burden of commitment, but most of us find it irresistible. Maybe our romantic irrationality regarding motorcars is what makes "THE FORCE" such a delicious enigma.

There are, to be sure, other considerations. Triumphs (like a good woman) are independent and responsive. They have their aesthetic attractions and what parts aren't attractive can be justified as "form follows function". They even make a rather decent hedge on inflation. But, let's be honest - 90% of our desire throws reason out the sidecurtain. So, friends, when your associates, mates, strangers or relatives question your Triumph-mania with their condescending smiles, blame it on "THE FORCE". To paraphrase Louis Armstrong, "If they gotta ask, they ain't gonna understand."

Put a Triumph in your day --- Paul McBride

MEMBERSHIP REPORT: Let's all welcome;

Dick & Peggy Werth
916 Diane
Olathe, Ks. 66061
764-2917
1957 TR3 20679L

Lynn & Susan Metzger
1921 W. 3rd Terr.
Lawrence, Ks. 66044
913/843-3903
1960 TR3A 54619L

Chuck & Robyn Cobb
1419 Highland Dr.
Junction City, Ks. 66441
913/238-1420
1964 TR4 CT14134L Surry top

T.R. and Joni Wilson have moved again, their new address is 5915 E. 18th St. Independence, Mo. 64052.

Jim McNamara's phone number is 913/686-3137.

PAST EVENTS REPORT: The January Tech Session at Rick's shop was a great success.

He has a really top notch facility and all members should at least stop by and say hello. Including the MGA club there were well over 50 enthusiasts and about 20 cars on display. Rick demonstrated wire wheel spoke removal (via bolt cutters) and the resulting rebuilding procedure. He also demonstrated the latest electronic engine analysis machine and discussed tune up techniques. Although Paul broke the race car, everyone enjoyed the afternoon and the great hospitality.

February 21 party at Rick's in the legendary party room of the old TR club was a super success. Around 30 members and friends joined together over snacks, drinks, dancing and general carrying on. Rick and Marcie put a great amount of

work into the preparations and it paid off. A great evening was the treat for all who attended. Let's all thank Rick for his supportive efforts as a member of our group.

FOR SALE: Rick Torres offers the following parts;

Master cylinder rebuild kit (52-57).....	\$22.50	(58 on) \$15.95
Rear wheel cylinder kit (July 58 - Nov. 59)....	4.60	
Clutch slave kit (52-57).....	2.60	
Rear wheel cylinder kit (52-57).....	5.80	
TR3 idler arm rebuilt.....	37.95	
Lucas fender mirror.....	17.95	
TR3 paper air filter.....	3.95 @	
TR3 muffler.....	37.95	
TR3 tail pipe and resonator.....	27.95	
Rick Torres tee shirt.....	6.50	
TR3 upper ball joint.....	call for quote	
TR3 head gasket.....	19.95	

Rick also has a TR3A, TR4 and TR4A for sale.

For Sale: 1963 TR4, red, excellent condition, everything top quality, many of you have seen this car at the meets and Ozarks tour. Call Jerry Witherspoon at 229-3554.

Windshield Decal - Just thought you might like to see a design for our decals. I would be interested in any comments or suggestions before we have them made. Give me a call.

Gary



M. A. T. R. I

MID AMERICA TRIUMPH REGIONAL I

JUNE 12-14, 1981

LOCATION

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I-70 & M-7 BLUE SPRINGS, MISSOURI 64015
816-229-6363**

**LOCATED JUST 20 MIN. EAST OF DOWNTOWN KANSAS CITY MO.
SPECIAL ROOM RATES \$31.00 DOUBLE**

SCHEDULE

FRIDAY

**REGISTRATION OPEN 8 am
TOUR 1-3 pm
TECH SESSION 7 pm
FACTORY FILMS 9 pm**

SATURDAY

**FLEA MARKET 8 am-1 pm
CONCOURSE 1-4 pm
AWARDS BANQUET 7 pm**

SUNDAY-FLEA MARKET CONTINUES

REGISTRATION \$20.00

BANQUET \$9.00 EACH

HOSTED BY

KANSAS CITY TRIUMPHS

SPORTS CAR CLUB

6039 ROCKHILL ROAD KANSAS CITY MO. 64110

**FOR INFORMATION CALL GARY DAVIS 816-361-0641 OR
PAUL M^CBRIDE 913-334-6615 OR WRITE K.C. TRIUMPHS
AFFILIATED WITH T.S.O.A. AND V.T.R. - FOUNDED 1978**



NEWSLETTER

Volume III Issue 5

May 1981

Editor: Gary L. Davis

DIRECTOR'S NOTE: "Participate - to have a part or share in something (Webster's New Collegiate)

Being a bit of a loner and certainly not naturally gregarious, I have felt varying degrees of discomfort when admonished to "participate." Therefore, I will weigh these words as carefully as I can - not wishing to plead with or lay a guilt trip on any of you.

Kansas City Triumphs has already enjoyed the benefits of your dues paying participation, but the ultimate success of our club depends on a large percentage of us actively taking part in the planned events. Things are improving . . . witness the large turnout for the Lexington tour! And it's encouraging to see the largest registration in our brief history for the Ozarks weekend tour, even though participation in such an event is understandably difficult for many of our members.

But . . . and now I'm going to lay it on you as gently as possible . . . on June 12 through 14, just 20 minutes from downtown Kansas City, Missouri, and sponsored by you, is a full blown Triumph happening. Triumphs and Triumph people from the midwest states, parts for sale or swap, hundreds of dollars of concours trophies and door prizes, a goodie bag for each registrant, factory films, a delicious banquet, informative tech sessions and as much or as little socializing with Triumph people as you wish. Part or full participation should be possible for most of us.

Motel expense won't be necessary for us locals (although it might be fun), so for less than \$50 you and your spouse or friend can "participate" in a weekend of Triumphmania. That's all it will cost you . . . except perhaps a bit of your loneliness. And you can assure the continued success and influence of K.C.T.

What we need now is your registration (\$20 to show a car, \$10 for display only) and banquet count (\$9 each). Send it to K. C. Triumphs, 6039 Rockhill Road, Kansas City, MO 64110. Do It!

Put a Triumph in your Day!

Paul McBride

EDITOR'S NOTE: Paul has certainly laid his hopes and dreams on the line. We are no different than any other social group as far as attendance is concerned, but we have undertaken to bring a truly exciting event right to our own doorstep, and hope it will inspire our own members and bring much deserved recognition to our club. I keep seeing reports on meets back east with 60 to 70 cars and realize there are twice that many right here in Kansas City. Our challenge is to make M.A.T.R.I. the largest and most exciting meet in the Midwest, and we can by giving this event our full support and attendance.

UPCOMING EVENTS: Third Annual Ozarks Tour - May 16 and 17 We have 11 cars registered for this year's weekend tour; this is our largest turnout to date and if the old saying "the more the merrier" is accurate, this will be one great weekend. We are going to meet at the Holiday Inn on Highway 350 just east of 63rd Street in Raytown. Meeting time is 11:00 and Rick will again lead this year's tour. To find the Holiday Inn from south bound 435, take the 350 east exit, pass over 63rd Street and take the first left. From north bound 435, take the 63rd Street exit, turn right to the 350 east ramp, up the ramp, and take a quick left into the parking lot. See all you great people Saturday morning. Wheels Up!

JAGUAR CONCOURSE, May 30 and 31, Glenwood Manor, 9200 Metcalf, Overland Park, KS. The board decided this year to go on a display only basis because of M.A.T.R.I. I have not received any information on the costs of display only, as yet. This event attracts a lot of sports car owners and we need to have a good turnout. Call me for additional information.

Gary 361-0641

SHRINERS BENEFIT CAR DISPLAY - Sunday, June 7, 9:00 am to 5:00 pm, Blue Ridge Mall, I-70 and Blue Ridge. This is our third year to participate in this truly great cause. A double benefit this year is a chance to advertise our M.A.T.R.I. meet at this event. This will give us some great exposure to local Triumph owners and advertise our club. We need a really strong turnout. The Blue Ridge Mall people are really excited about hosting the display, and there will be hundreds of spectators and plenty of Triumph owners. We will meet at the east end of the Mall by the Jones Store at 8:30 and move into the display area together. Let's see plenty of Triumphs for this great show!

M.A.T.R.I. - Friday, Saturday and Sunday, June 12 through June 14, Blue Valley Manor-Best Western, I-70 and Highway 7, Blue Springs, MO. The plans are complete and the registrations are coming in. We have the trophies and are ready to go. As Paul mentioned, we decided to offer our members a special registration if you want to only display your car or don't have a car to show. The \$10 entitles you to a super goody bag full of samples, catalogs, and other great stuff; you also get a chance at the door prizes.

The top door prize is a complete carpet set for any Triumph from Auto Mat. If that isn't worth the \$10, I don't know what is. The tech session will include a presentation from Lock-tite and Amsoil. We have factory films and the flea market, so pack those extra parts in a box and bring them out to sell. The banquet is \$9 each, so be sure to include it with your registration. Let's see, we have people, parties, prizes, films, information, parts, Triumphs, a tour, dinner and all the fun you need; what else could you want?

Send those registrations in today! Please use the form on the last page.

7TH ANNUAL V.T.R. NATIONAL CONVENTION - The enclosed flyer gives all the details. We would again like to ask for your continued support of V.T.R. A membership application is enclosed and we urge you to join. Who knows, the 1981 national may just be at M.A.T.R.II! V.T.R. did mail out 128 of our flyers with theirs for us, so let's all say thanks for the help.

PAST EVENTS REPORT - Lexington Tour, April 26 - We had 12 cars on our first tour of the new season and we had a beautiful day, lots of sun, and a great tour. It's this kind of turnout that makes it all worth while.

NEW MEMBERS - Please welcome two new members.

Francis, David & Sharon
18703 South 28th Street
Independence, MO 64057
795-8048
TR4A CTC50633L

Morrison, Robert & Patricia
8131 Harris
Raytown, MO 64138
353-8976
TR3A TS62458L

Please correct T. R. and Joni Wilson's address to 9515 East 18th.

Concerning the membership roster, the new roster will be out in July, so please contact me or Richard Peak about any changes in information. Also, we would like to have a commission number on all cars.

SPECIAL NOTICE: Enclosed are the much awaited windshield decals. These were made possible through our regular dues and you may get additional decals for 50¢ each. Please trim the outside to a circle and place them in the upper right corner of your windshield. On the family sedan, the rear window would be a good spot.

CARS FOR SALE: Gary Horner has informed me that his TR250 and TR4 are both for sale. The TR250 is excellent; give him a call.



M. A. T. R. I

MID AMERICA TRIUMPH REGIONAL

Name _____ Phone _____

Address _____ City _____ St _____ Zip _____

Year and Model Triumph(s) _____

Club Affiliation (if any) _____

Registration Fee \$20.00

Banquet 9.00 each

Total Enclosed \$ _____

Make check payable to: "Kansas City Triumphs"

and mail with this form to: Kansas City Triumphs
6039 Rockhill Road
Kansas City, MO 64110

BEST WESTERN BLUE VALLEY MANOR

I-70 and M-7
BLUE SPRINGS, MISSOURI 64015
(Call Collect) 816-229-6363

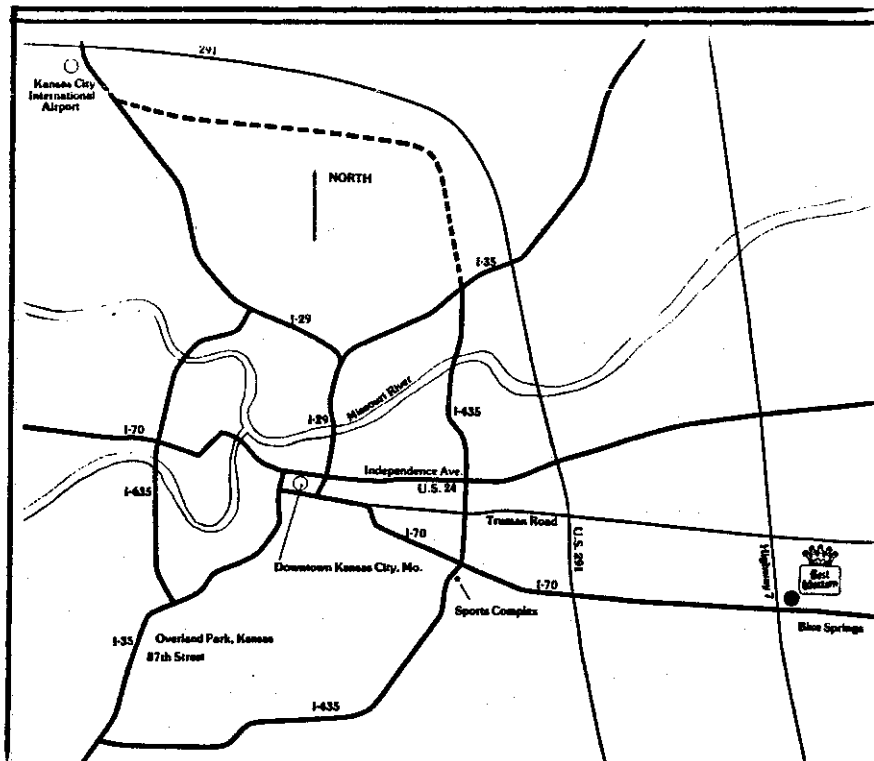
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POINTS OF INTEREST — DOWNTOWN KANSAS CITY (20 min.); TRUMAN SPORTS COMPLEX - K.C. ROYALS & K.C. CHIEFS (10 min.); WORLDS OF FUN (15 min.); BEAUTIFUL COUNTRY CLUB PLAZA (20 min.); TRUMAN LIBRARY (10 min.); KEMPER ARENA (30 min.)

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NEWSLETTER

Volume III Issue 6

July 1981

Editor: Gary L. Davis

UPCOMING EVENTS: Sunday, July 26 - 11:00 A.M. Tour to Watkins Mill & Picnic.

We plan to tour up to Excelsior Springs and take a look at the Elms Hotel before going on to Watkins Mill. The original home and mill are open for tour and are restored to their original decor. After we visit the grounds, there are plenty of shaded picnic tables and a swimming beach, so bring along your picnic baskets, drinks, and swim suits, and we'll make an afternoon of it. Meeting place #1 at 11:00 is the parking lot at 11th & Broadway, on the west side of the H. Roe Bartle Convention Center. For anyone out east, meet us about 11:45 at the intersection of #210 and #291, just south of Liberty. There are some really nice roads on the way up, so get the top down and be ready for some driving. WHEELS UP!!

Sunday, August 16 - Driving Skill and Fun Session A little rivalry with a friendly club never hurts, so we will co-host this get-together with the MGA Club. Rick Torres has been gracious enough to offer his shop for this get-together. Take 87th Street west of I-35 to Monrovia, go south on Monrovia to the first street and turn left, it is right in front of you. The fun begins at 1:00, and prizes will be given for the most skillful drivers.

Sunday, August 23 - Second Annual Swim Party at Bob & Esther White's, 8525 Metcalf. We are very honored to be invited back for a second swim party in their beautiful backyard pool. Everyone had such a super time last year, that this year should be really great! Beer and wine will be furnished, everything else is BYOB. Please bring along a favorite dish for a little "pot-luck" snacking. The pool opens at 4:00, so don't be late.

FUTURE EVENTS: SEPTEMBER - Painting demonstration and tech session at Rick's shop. We hope to have representatives from both Binks and Ditzler to show how it should be done, including equipment and materials. Whether you're doing a whole car or just parts, this session is for you.

OCTOBER - Fall Rally - A little test of driving skill and thinking ability (both at the same time) is a great way to spend an afternoon. We hope to make this both challenging and fun. More details in the September newsletter.

NOVEMBER - Fourth Annual Dinner Party. We are looking for a central location for this year's dinner; any ideas would be greatly appreciated. The dinner will be about the second weekend in November. Anyone interested in making the arrangements for the club, please call Gary Davis or Paul McBride.

DIRECTOR'S NOTE: British Leyland's infamous decision to cease production of all Triumph sports models, although expected, came as a dull, sad awareness that "permanence" and "tradition" in latter 20th century are lost values. And so apparently is sport motoring. Government and business types, oblivious to sporting car enthusiasm, rule the land with economic avarice and fail-safe heads-up-their----- mentality. Hang on to your Triumphs - they're all we're gonna get!

All of which leads me to a question: Where were the Spitfires at MATR I? Spits will go down in history as the most popular (some 300,000 sold) Triumph sports car. And yet, except for one vivid pink aberration cruising the parking lot (even with a color-blind affliction, I found it shocking), Spitfires were non-existent. Are their owners feeling inferior? If so, they need not.

Spitfires are light, responsive, dependable and downright good looking sports cars. Mine was a '63. One of the first ones (FC 1883L). With the "Spartan" but practical interior, silver disc wheels, w/w tires, black exterior and dash with red seats and white piping. I bought it new - \$2300 - and it had that wonderful, magic, virginal, new car smell. I remember driving straight home before removing the top (literally - ala TR3) and thoroughly reading the owner's manual. It looked good, felt right, and I was never disappointed with it.

How about performance? 0-60 in 15.5, and 90+ top end, put it far ahead of the Sprite. Handling? I was blessed with slight negative camber on the IRS, and it was all I needed. Seems the longitudinal rear springs from the factory varied and some sat bow-legged. But not mine. Fuel economy? 30+ puts it in good company today.

Dependability? Drove it for three years before trading (70,000 miles). It was my only car and was not garaged. I replaced: exhaust, one U-joint, clutch slave cyl., horns, tach and choke cables. That's it! In all fairness, the clutch was beginning to slip and it needed a valve job when traded. But that's 70,000 miles, folks. Three trips to Michigan, one to the Black Hills and Wyoming, and it never left me stranded.

Why did I trade it? Wife and two kids would no longer fit. I would like to have it back. Unfortunately most Spits have been terribly abused and perhaps that's true of used sports cars in general. But there must be some good ones out there . . . somewhere.

One final question: How will England defend itself . . . without the Spitfire?

Put a Triumph in your day,
Paul McBride

PAST EVENTS REPORT - M.A.T.R. I - June 12-13

There is not enough room to describe all the great things that happened during this super event. I think Paul's press release pretty well sums it all up, so here it is:

Triumph-mania reigned at the Mid-America Triumph Regional I (MATR I) June 12-13 at Blue Springs, Mo. "Kansas City Triumphs" sponsored the event which proved to be very popular and resulted in many new members for the local club.

The tech session Friday included speakers from Loctite, Amsoil, and the Ethyl Corporation. Participants learned how to hold their Triumphs together and how to keep them running on today's fuels. Screening of the films "Success by Design - The TR Series" and "John Buffum & Co." followed. The tour to Lake Jacomo and the Harry S. Truman Sports Complex was enjoyed by all and was worth bonus points toward the concours judging.

Saturday dawned with windy but beautiful weather and was highlighted by the flea market in the parking area and the concours near the motel swimming pool.

Following the consumption of copious quantities of food and drink at the awards banquet, trophies and numerous door prizes were presented, courtesy of JRT, Start Your Engines, Roadster Factory, Moss Motors, Auto-Mat, Sports and Classics, Michelin, Loctite, Victoria Parts, and Torres Foreign Car Repair.

Participants were especially pleased with the dash plaques and the goodie bags which bulged with products and material in itself worth the registration fee. Much admired throughout the two-day event was Bob White's "People's Choice" winner, a 1950 Renown Salon, a very rare Triumph indeed.

Concours winners were as follows:

Rob White	1963 TR3B	Lori Temberg	1966 TR4A
Bob White	1959 TR3A	Robyn Cobb	1964 TR4
Gary Davis	1957 TR3	Brent Harrison	1976 TR6
Richard Peak	1966 TR4A		

Best Western Blue Valley Manor officials were more than gracious hosts, and plans are underway to make MATR an annual event that will draw Triumph enthusiasts together from the Midwest states.

Paul M. McBride
Director, K.C. Triumphs

I must especially thank the people responsible for the success and smooth running of the meet. An extra special thank you to Richard and Virginia Peak for the door prizes, goodie bags, dash plaques, signs, and everything else - thanks! Of course, Paul McBride, Rick Torres, Jerry Witherspoon,

and Ken Yarrington deserve special recognition for all the work they put into this meet - great job! (Typist's note: Gary Davis deserves a big Thanks! also). Those of us involved in the organization give our greatest thanks to all the members and non-members who came out and made the event the special and successful experience we had hoped for. Your interest and encouragement gave us all that warm, inner feeling that others cared as much as we did - Thank you all!

SPECIAL NOTICE ! ! !

For any members who could't make M.A.T.R. I, we have extra goodie bags and dash plaques. You can have the whole package for only \$4.00, F.O.B., 6039 Rockhill Road, K.C., Mo. Call Gary at 361-0641 for appointments, or will deliver for a free beer or two.

EDITOR'S NOTE:

Paul and I have watched the steady decline of V.T.R., and noted the cause as a gradual loss of interest and failure to find new blood to replace the 'founders' or 'old core group'. A good newsletter is the most important single element in any club such as ours, and must be first priority. This issue makes number 18 and finishes the first three years of our existence. I feel we need a new spark of life in the newsletter and therefore, ask for someone to come forward and accept this very fulfilling and rewarding part of our organization. I have certainly enjoyed this special opportunity, and feel good about passing it on to another club member. Please contact Paul or myself if you have an interest; it's a great feeling, so don't pass it up. Thank you for the support and compliments; they were very much appreciated.

- Gary -

The following is a note from Jerry Witherspoon, who sustained a broken elbow that required surgery; in May, several weeks before MATR I:

Dear Fellow Car Nuts,

I want to thank all of you for your thoughtfulness during my recent hospitalization and convalescence. The flowers were quite lovely and cheerful. I want you to know that the friendship and well-wishing from this club was tops among a number of friends and associates. I especially wish to thank Gary Davis, who went out of his way to help my family get a car running (TR4, of course) while I was hospitalized. All of you are fun - I'm glad we have an active, friendly club.

Jerry

MAINTAINING THE BREED

Collectively, our club has a great deal of knowledge, reference material, and experience which should be shared. This column is an attempt to share this knowledge, to furnish restoration and technical tips, and to answer questions or solve problems relating to maintenance of our Triumphs. Without your help, however, this column will fail. We need your tips, questions, problems and solutions to keep this column bringing you valuable information designed to keep your car on the road. Please direct any comments to Gary Davis or Richard Peak. Tell us what you want in this column.

An area of concern this time of year is keeping the Triumph (or any) automobile from overheating, especially on parade or short tour-type driving. The following is offered to eliminate or help prevent overheating problems.

NORMAL MAINTENANCE ITEMS

1. Always run with the proper antifreeze mixture, since water will not cool as well as a mixture of water and antifreeze. Clean, flush, and replace coolant every two years. If this is not done faithfully, the radiator and motor passages will clog.
2. Always run with a thermostat in place (one that you know works properly.) Water will flow too fast through the radiator otherwise, not allowing it to cool.
3. Use the proper type of radiator cap. They do not last forever so make sure yours maintains the proper pressure. Insufficient pressure allows coolant to boil at too low a temperature. Too high a pressure can blow the system.
4. Keep cooling fins of the radiator free of bugs and dirt.
5. Periodically inspect radiator hoses. They should be pliable but firm. A bad radiator hose will collapse at high engine speeds and starve the water pump, restricting flow and causing heat build-up.
6. Make sure the fan belt is in good condition and not slipping. A loose or a glazed belt will not run the water pump at the required speed to circulate the coolant.
7. Always keep the car in good tune. Retarded timing or too lean a carb mixture setting will cause extra heat which must be dissipated.
8. Keep engine rpm high enough so that air can be moved past the radiator by the fan. If you have a TR-3a or later, make sure the air deflector (duct) behind the grille is in place as it helps route the air past the radiator so it can cool.

IF THE ABOVE HAVE BEEN ACCOMPLISHED AND HEATING IS STILL EXCESSIVE

1. Have the radiator cleaned, the cores rodded and pressure tested by a professional radiator shop. Remember the age of the car. They tend to clog over the years, especially if not faithfully cleaned, flushed and coolant changed.
2. When rebuilding the engine make sure that the cylinder sleeve liners are removed and the block "hot-tanked" and sand cleaned before reassembly. (TR-4A & earlier)
3. Run with your heater on. A heater contains another radiator and will help dissipate heat too. It isn't comfortable, but can help in a crisis.

IF ALL ELSE FAILS

1. The Roadster Factory offers an "original winter thermostate" which "is a design totally different from the standard thermostat, and has solved some real overheating problems, even in warm weather". These are their words not mine but worth a try if everything else fails.
2. The yellow TR-250 fan bolts exactly onto the TR-3 harmonic balancer, and once it is shimmed out, has perfect clearance. This forces more air through.
3. Mount an auxiliary electric fan for adding cooling from the front of the radiator. This is especially helpful when moving slowly, such as in parades where sufficient air is not being forced past the radiator for proper cooling.

