

KANSAS CITY TRIUMPHS

NEWSLETTER

Volume IV Issue 1

September 1981

Editor: Gary L. Davis

EDITORS NOTE: This is always the time of year when my thoughts go back to that warm afternoon of September 17, 1978, when I waited anxiously to see if there were other Triumph nuts in good old KC besides myself and Paul. We waited and hoped that our newspaper ads and posters had reached the right people and our efforts were truly rewarded. One by one the enthusiastic owners drove in, not always in Triumphs, but still they came in. I still look at the pictures of that day and remember those members who were there that first day, and are still an active part of our organization. In the past three years, we have grown in both membership and activities, including our first M.A.T.R. meet. One of the most important aspects of any club is the new members that become active and bring in new ideas for activities. I hear a quiet call for more driving events, and hope it will be a top priority for 1982. Enclosed is a membership poll on activities that we hope will be of benefit to the directors as well as the membership. Please take a few minutes to fill it out and mail it back to me. Your input and participation have been the driving force behind our **group**, and together, we can make '82 another exciting year.

- Gary -

UPCOMING EVENTS: Painting Tech. Session; Sunday, September 20, 2:00 P.M.

Painting is not a mysterious act that only a chosen few can master. It is, however, one that requires proper steps in preparation and execution in order to come up with satisfactory results. Our intent is not to make everyone a professional paint man, but to answer questions on preparation, materials, equipment, and anything else that you can think of. We have a representative from both Ditzler and Binks coming in to help us. If you are interested in a total repaint, or doing your own preparation for someone else to paint, this session is for you. Paint is a universal part of any car, and includes not only the exterior, but interior, engine, suspension, frame, and nearly every other area of the car. We will meet at Rick's shop at 12101 West 88th, Lenexa, at 2:00. Be there!!

FALL RALLY - Sunday, October 11, 1:00 P.M. This is our last driving event for the '81 season, so let's have a great turnout and finish out the season in grand style. If you like to drive and follow directions, you're ready to go. Fire up the Triumph (or substitution), get a good-natured navigator, and meet us in the front parking lot of the Glenwood Theatre at 91st and Metcalf at 1:00. Please bring a pencil or pen and a clipboard would be helpful. See you there!

FOURTH ANNUAL DINNER - Saturday, November 14. As is our tradition, we will wrap up the season with our usual dinner meeting. Cocktails, dinner, and the usual recounts of past events always fill the evening. Our special guest and featured speaker this year is Mr. Lirel Holt, owner of Classical Glas Automotive Restorations. Mr. Holt teaches restoration classes through the local colleges, and has kindly consented to give us a presentation and share his experience and knowledge. This year's dinner will be held at the Ramada Inn at 87th Street and I-435, Kansas City, Missouri. We offer a buffet dinner and cash bar, so mark those calendars! Ken and Dana Yarrington are working with the reservations, and we want to thank them for their help. More info in the November newsletter.

DIRECTOR'S NOTE: A Modest Opinion: Perhaps the car hobby in the U.S., and car clubs in particular, place too much emphasis on concours appearance. Maintaining the exact showroom condition of any motorcar must, of necessity, severely limit its use.

There are those, of course, who collect cars only for show and who get their kicks from concours competition. I'll not argue with their enjoyment of the hobby . . . although, it seems to me more analogous to a hunter's stuffed trophy. Frankly, it takes the life out of the car. A "show car" becomes a ghost of itself and a parody of its intent.

Michael Ware, reporting on the state of the car hobby in England for "Old Cars Weekly", emphasized a real difference between our respective car club activities. Clubs in England are organized for the man who wants to drive and use his car. Concours events have not caught on as they have in the U.S. _____ it's driving and navigation that usually win the trophy. He reports that the Vintage Sports Car Club of England recently had eleven 30/98 Vauxhalls entered in the "trials" (a peculiar British fetish for muddy hill climbing). The Vauxhall is a mid-twenties 4-seater sports tourer, easily worth \$40,000 today, and they were careening and bouncing over very muddy hills! I love it!

Our last speed and skill driving event at Rick's illustrates the point. Many beautifully kept and restored Triumphs and MGA's were screeching through the pylons at an alarming rate ---- music to a sports car owner. It was a delight to drive and equally important, a delight to watch... Far more rewarding to me than standing around in a concours field (tortured pun intended).

Something to think about ----- Put a Triumph in your day.

Paul McBride

PAST EVENTS REPORT: Our driving skills event with the MGA Club was a great success, and provided some real challenges to man and machine. We would like to give special recognition to winners of the various contests.

Driving blindfolded through a course of pylons:

| | | |
|-------------------|-----|--------------|
| 1st - G. Costel | MGA | 49.2 seconds |
| 2nd - G. Davis | TR3 | 49.6 seconds |
| 3rd - B. Nederman | MGA | 54.4 seconds |

Driving forward through the pylons, switch drivers, and backing back through the course:

| | | |
|----------------------|--------|------------|
| 1st - Roberts - Behm | MGA | 52 seconds |
| 1st - Long - Long | Morris | 52 seconds |
| 2nd - True - True | MGA | 53 seconds |
| 2nd - Tony - ? | MGA | 53 seconds |
| 3rd - Peak - Davis | TR4A | 54 seconds |

Driving through pylons around cul-de-sac and through pylons to starting line:

| | | |
|----------------------|------|------------|
| 1st - Paul McBride | TR3 | 30 seconds |
| 1st - Dale | TR4A | 30 seconds |
| 2nd - Doug Krekovich | MGA | 31 seconds |
| 3rd - Eric Sole | MGA | 32 seconds |
| 3rd - Gary Davis | TR3 | 32 seconds |
| 3rd - Rick Torres | TR3A | 32 seconds |

As you can see, the competition was quite intense and rather hard to judge. A special thanks to Rick and his crew for their help and participation.

SWIM PARTY: Who would expect 70 degree weather in August in K.C.?

Although the pool was not overcrowded, there was plenty of food and drink, and a great evening for all. A very special thank you to Bob and Esther White for inviting us to their home for this great party. We always enjoy your hospitality and generosity - Thanks!

V.T.R. REPORT: The following article was furnished by David and Ann Adair and recounts their experience at the V.T.R. National.

National Convention Summary:

The V.T.R. national convention, held in the Pennsylvania Pocono Mountains, combined gorgeous scenery, beautiful weather, and a large group of Triumph enthusiasts for two days worth of activities. The first evening began with a general membership meeting to announce recent developments within the V.T.R. It was announced that the Triumph Sports Owners Association will merge with the V.T.R. to form one national organization for Triumph enthusiasts. Members were assured that previous problems relating to the publication of the Vintage Triumph and the English Channel have been resolved, therefore all members should begin receiving both publications on a more consistent and timely basis. Computerization of the membership list will, hopefully, solve the difficulties with mailing of publications and renewal of memberships. The possibility of holding a future event co-sponsored by the V.T.R. and the T.R.A. was discussed; however it was reported that the T.R.A. has no interest in this type of activity at the present time. Zone meetings and Triumph films followed.

Friday morning began with the scheduled autocross event at Island Dragway, a scenic 30 minute drive into New Jersey. The autocross course, a series of pylons, 360 degree turns and a straightaway, provided the opportunity for some spirited driving and light competition without the worries of traffic, unexpected

obstacles or speeding citations. On the whole, the autocross was enjoyable to all concerned, a fair test of driving ability with equivalent cars of the same type. All concours cars were required to make at least one run through the course, so in addition to some very respectable times turned in, there were some more cautious times recorded. The return to the motel consisted of a gimmick rally, the gimmick -- to answer questions about sights along a pre-determined and easy to follow route. The rally provided the opportunity to enjoy open air motoring and exceptional scenery. A wine and cheese pool party wrapped up the evening.

Saturday morning, a short rain fell, much to the dismay of eager concours participants who had already finished cleaning and polishing their cars, but much to the delight of the later risers with dirty cars. By 11:00 A.M., all cars were assembled on the field for the judging. The V.T.R. announced, to promote interest and the education of its members, the concours would be judged by all convention participants. The education of members is a laudable activity and fits well at local or regional shows; however, considering the status attributed to a national event, by most car clubs, it seems reasonable to expect a panel of qualified judges for that event. If this is not to be the case, it would be advisable to notify all participants well in advance of the event. The rain cleared by mid-afternoon and made for a beautiful day in which to enjoy looking over the assembled cars. Saturday evening closed with the awards banquet, with featured guest speaker Donald Healey, who had a hand in many of the early rally successes of Triumph. Mr. Healey gave a delightful speech, recalling his involvement with Triumph and recounted anecdotes about his rallying experiences. It was an unforgettable opportunity to meet and hear a great man who had a substantial influence on the development of the sportscar.

The most enjoyable part of the national convention was meeting and talking to others who have a real interest in Triumphs. Many conversations were conducted in the parking lot while viewing the variety of Triumphs there. Triumph bull sessions were available at any time of the night or day, whether in the bar, parking lot, pool or rooms. Many participants could be found brushing up driving skills at the Malibu Gran Prix, about 1½ miles from the motel. Driving around the small town of Bartonsville, during the convention, necessitated much one-handed driving or required a co-pilot to handle the honking and waving at other passing Triumphs. Winding, mountainous roads around the town provided openair motoring in an environment in which the cars excel. A ready source of parts was close at hand, as Charles Runyan of the Roadster Factory had two motel rooms filled with TR parts and some enjoyable hours were spent poking through the boxes to see what surprises lay within. Sunday morning amid much waving, shouting, and exchanging good wishes, Triumphs began drifting out to return home. A parting note, that Triumph owners can appreciate - a bumper sticker at the flea market - Why do the English drink warm beer? - they have Lucas refrigerators! (Editor's note - The Adair's took 3rd in class at the concourse.)

* * * * *

For members who got MATR-1 goodie bags: Several of the companies furnishing catalogs for the meet, send sale flyers, price sheets and new catalogs to those on their mailing list. A thank you for the catalog and a request to be put on their mailing list is all it takes. Some of the sale items are real bargains - for the price of a stamp it is a winner! If we decide to have another meet, the response of your letter might help us with door prizes and goodie bag items too!

For those of you who did not ^{get} goodie bags at the meet, Gary still has some for sale. These are bargains in themselves with catalogs, car polish, key chains, metal cleaners, hand cleaners, stickers and literature.

MAINTAINING THE BREED

Several have indicated an interest in the restoration side of owning a Triumph. I have been trying to line up some Tech-sessions that sound interesting. I need some input from you as to what you want to see, hear or learn about. If you know someone who would be interesting, or a special topic you want, let me know.

* * * * *

The next session is Sunday September 20 at 2:PM at Rick Torres. The topic will be painting and will be presented by the people from Ditzler paint and Binks spray equipment. It will be a live demonstration, with restoration and maintenance in mind. Equipment, material and methods will be covered with provision for questions and answers.

* * * * *

Our speaker at the annual dinner, Saturday November 14, will be Lirel Holt. Mr. Holt is the owner of Classical Glas, and teaches a class on auto restoration through the Johnson County Community College. His class is very good and his presentation should provide an excellent program with where-to and how-to tips. Ask him where to get that fender dipped, wheel sandblasted, motor rebuilt or bumper replated. His program is worth more than the price of the dinner, so plan now to attend.

* * * * *

Source of nuts, bolts, etc.

Many of you have already discovered KA-DAL Industries, but for those of you who haven't and who like to tinker or who are restoring a car, this place is a must for you. They have almost everything and almost every size and shape of everything as well as things too strange to classify as everything. They have nuts, bolts, washers, screws, springs, clips, rivets and gadgets in almost every size and material. Their prices are reasonable, and everything is priced per-each or per-100. You help your self and write up your own order. Up the ramp and in the back rooms are salvage and other interesting things. They are located at 1224 Union which is under and just north of the 12th street viaduct. Union runs east off Mulberry. Their phone number is 471-6083 and they are open on Saturday morn.

* * * * *

Here is a tip I wish I would have known about before I replaced my clutch!

Get two bolts the same size but about $1\frac{1}{2}$ - 2 inches longer than those holding the bellhousing in place. Cut off the bolt heads and hacksaw slots in the ends so that the bolts can be installed and removed with a screwdriver. Round off the sharp, cut-off ends with a file.

Install the two bolts in the top two holes in the bellhousing (11 and 1 o'clock). You can slip the clutch/transmission into place on the bolts and it will stay while you screw in the remaining bolts finger tight. Remove these studs with a screwdriver and install the last two bolts. Tighten to required torque. Sure saves a lot of colorful words which can be saved for more demanding operations!

* * * * *

R.P.Peak

K.C. TRIUMPHS GENERAL STORE:

We have many items for sale to our membership and hope they are of interest to everyone.

| | |
|---|--------|
| Goody bags from M.A.T.R. I | \$3.00 |
| Dash plaque from M.A.T.R. I | 1.00 |
| Sports car caps with our logo, one size fits all, several colors | 4.00 |
| Jacket patches - 3" | 2.50 |
| Windshield decals - 3" | .50 |

Special purchase - limited supply - while they last -

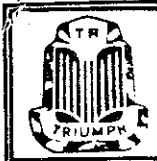
Triumph Cars: The Complete 75-Year History by Langworth/Robson.
312pp, over 400 illus. was \$26.95, now only \$14.95 (+ handling.)

Please call on books, make checks payable to K.C. Triumph. Call Gary Davis or Paul McBride for more information.

FOR SALE: 1964 TR-4. Red with black interior. New top, new battery, new muffler, and new rear brakes with rebuilt wheel cylinders. Looks good and runs good. \$2,500. Lynn Metzger, days (913) 843-9050 ext 174, evenings and weekends (913) 843-3903. (Lawrence)

Used TR-3 top - black, new windows, all snaps and tenex fasteners. Good condition. \$20.00. Gary Davis

WANTED: Used tops, tonneau covers, boots, for patterns or to repair. I also do seats and carpet sets and will rent my sewing machine to do it yourselves. Gary Davis



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NEWSLETTER

Volume IV Issue 2 November 1981
8039 Rockhill Road • Kansas City, Missouri 64110

Editor: Gary L. Davis

(816) 361-0641

(913) 334-6615

UPCOMING EVENTS: Saturday, November 14 - 7:00 P.M. K.C.T. ANNUAL DINNER PARTY

As you all know our fourth annual dinner party is very near, but you still have time to make your reservations and enjoy one of our favorite functions of the year. Give me a call at home or work (842-6170) or call Paul and we will put you on the list. Please call today if you are going to attend. This years dinner is at the Ramada Inn, I-435 and 87th Street, Kansas City, Mo. We have a great three-meat buffet, salads and all the rest for the fantastic price of only \$11.00 per person. We also have a cash bar and dinner will be served at 8:00. Our very special guest for this years dinner is Mr. Lirel Holt, owner and operator of Classical Glas - Auto Restoration. Mr. Holt not only does restorations, but also gives classes on it through the local junior colleges. We are quite honored to have him as our guest and hope you will bring along your questions and problems on your own projects. Many reservations have come in the last two weeks and this years dinner promises to be our best ever. Please don't delay, give me a call right now and join us for this very special evening. Make all checks payable to Kansas City Triumphs. SEE YOU THERE!

SPECIAL NOTICE: As reported in the last newsletter, we have some special items of interest to all club members. These items will be on display at the dinner and are available to you at all meetings or by giving me a call. A very limited number of Triumph Cars - The Complete 75-Year History by Richard Langworth and Graham Robson are available thru the club for the super price of only \$16.00. The regular price is \$26.95, so hurry because only 5 are left.

Our newest project just arrived with the help of Richard Peak, these are the new Jacket Patches. They are just beautiful! Dark blue lettering over a silver background, 3" diameter. No sports car jacket should be without one. The price is only \$2.50 each, so be sure to order one for your spouse. I will be glad to mail them to you so just drop a check in the mail.

The official K.C.T. sports car caps are still available in white or blue. They also have our official logo imprinted on the front and I was proud to see several worn at our last rally. They are perfect for keeping the old hair out of the eyes during those top-down drives. Cost is only \$4.00 each, a great buy.

Two other items of interest are the windshield decals for .50 each and we still offer dash plaques from M.A.T.R. I för \$1.00 each.

As you have probably noticed we have a new heading on the newsletter this issue. It was typed on our new letterhead that was a project of Pauls. We felt we needed a more professional appearance to our correspondence with other clubs and groups around the country and the new stationery certainly fills the need in a big way.

DIRECTOR'S NOTE: TRIUMPH: 1923-1981 The Last of the Breed

It's sad, isn't it? Gone are the Triumph road tests; the factory news releases; the factory sponsored race team victories; the "all's well with the motoring world" feeling that TR (consecutive numbers) inspired. No more will the auto press write of the new Triumphs, and that, friends, is a pity.

I have in front of me the June 1971 issue of Sports Car Graphic. On the cover - a very battered, but still running white TR3A (minus grille, headlight rims, and bumper). The caption in large red letters; "Our Final Triumph". It was, you see, the last issue of a once popular motorcar magazine. SCG bit the dust while Triumph lasted another decade.

Inside (page 41) is an article entitled, "No stranger to troubled times". What follows is a capsule history of Triumph motorcars, mostly accurate, but ending of course, ten years ago. The final paragraph I quote: "The company has traveled a long and at times difficult path....., but the way ahead has never looked brighter". So much for SCG's prognostication.

I have therefore reached a conclusion: (not a very profound one, but at times I'm happy for anything that muddles through) ----it's up to us! If Triumph motorcars are to remain indeed a "triumph", we will make it so.

Put a Triumph in your day,

Paul McBride Director

MEMBERSHIP REPORT: Please welcome these new members to the club and be sure to add them to your roster.

John and Sharon Blevins
5559 Crestwood Drive
Kansas City, Mo. 64110
363-7984
TR3B 1963 TCF1169L

Ernie Connor
4301 Hickory Lane
Blue Springs, Mo. 64015
229-3649
Spitfire 1979

Jim and Cheryl Green
319 Clayton Court
Lawrence, Kansas 66044
913-842-1794
TR4 1965 CT35573L
TR4 1963 CT 2446L

Larry Hall
4825 Jarboe
Kansas City, M o. 64112
753-4494
TR6 1972

FUTURE EVENTS: We do not have any events scheduled for December because it is probably the busiest time of the entire year. The directors will however be meeting to discuss the plans for next season. We would again like to set a schedule for the entire year. Our hope is to include activities that appeal to our broad range of interests and can be a part of our common goal, the enjoyment of these great little sports cars - Triumphs.

PAST EVENTS REPORT: Painting Tech. Session - September 20. We had a really great turn out for this most informative event. A very special thanks to the gentlemen from Scott Color and Binks for sharing with us their years of experience in automobile painting. I would recommend anyone who wants help on material selection or procedures to go down to Scott Color and talk with them. Thanks again to Rick for letting us use his shop for this meeting.

Fall Rally - October 11. Although the day was cool, it was certainly top-down weather for our last driving event of the season. All of the drivers and navigators enjoyed the challenge of the rally and seeing the other cars headed in the opposite direction while knowing everyone is going the right way. Now if this sounds confusing, thats all you get for now. If you want to find out what went on you'll have to talk with one of the drivers or try it yourself next time. The winner of the rally was Paul Mcbride. There was a tie for second with two people getting exactly the same scores; Richard Peak and Warren Wood. Jack Swafford set up the rally and did a really great job of preparation on it. We all had a super time and look forward to our next chance at this type of event. Thanks so much Jack!

V.T.R. REPORT: We do have some good news to report to any of you that are members of V.T.R. The Vintage Triumph Number 29 has been received along with the July-August issue of The English Channel. Also the Sept.-Oct. issue of T.E.C. is now out. It includes coverage of M.A.T.R. I on its cover. Issue 29 of T.V.T. covers the North American Triumph Challenge V of August 1980. You may recall that Paul and I attended that meet and enjoyed it very much.

If you are a member of V.T.R. or think you might still be active and have not received your newsletter be sure to write to Bill Lynn, 1105 Lincoln Glenview, IL. 60025 to check on your membership. V.T.R. has taken over the activities of the Triumph Sports Owners Association, so maybe V.T.R. will be able to get back on a steady schedule again and produce their quality newsletter on a little more steady basis. I guess the best we can do is just wait and see what happens in the future.

EDITORS NOTE: It is again time to consider the course of our group in regards to next years schedule of events. We have certainly had a wide variety of events over the 1981 season, including M.A.T.R. I. The work and dedication of all those members who put in that extra effort to make these events work so smoothly are the mainstay of our success of the last three years. With this issue comes a special thank you to Ken and Dana Yarrington for the dinner invitations they prepared. It's this extra effort that makes our group into an active and dynamic club.

With the last issue, we sent out a survey on what type of activities you might want to see for next year. The response was good and I see some areas that stand out in the overall picture. In the technical area; suspension/steering, engine, and electrical where the most interesting. In driving events, one day tours and scenic drives had the most votes. Suggested destinations included; Ft. Osage, Clinton Lake, Lake Perry, and the Ozarks. Everyone seems to be interested in parts sources, so we will try to run more information on them in the newsletter. As far as general information is concerned, there is a lot of interest in common problem solving, and I encourage you to share those creative solutions of yours with the rest of the club. One area we have discussed for a long time is having general meetings on a regular schedule. The problem is that we have been unable to come up with a location for these meetings. If you have any suggestions on this, please give Paul or I a call. A big THANK YOU! goes out to every member for your support and participation over the last three years, you are the reason for our very existance - THANKS !

Gary

MAINTAINING THE BREED

This is the time of the year when many cars are torn down, or at least not driven for a while.

Gasoline, left in the tank and fuel system, can cause a problem if left for an extended period of time, and can really be a pain the next spring or whenever you try to run the engine again. This holds true for all gasoline motors like lawn mowers and such, as well as automobiles.

If you store a vehicle (or other gasoline powered implement) store it with a completely empty (dry) tank, or with a completely full tank to which a gasoline stabilizer has been added. Storage with the tank full is the preferred method. A full tank helps prevent condensation and resulting rust which will occur unless the tank is completely dry (and kept that way). Gasoline in storage will have the tendency to break down after a while, however, so this is the reason for the gasoline stabilizer.

There are several brands of gasoline stabilizer such as "Store-N-Start" and "Sta-Bil". These are relatively inexpensive and are sold at boating establishments since the major use of this product is for boats being unused for extended periods of time.



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NEWSLETTER

Volume IV Issue 3 January 1982
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Editor: Gary L. Davis

(816) 361-0641

(913) 334-6615

EDITOR'S NOTE: With the temperature below the 0° mark and the ground covered with that beautiful white stuff that is a pain to shovel and drive in, what I really need are some warm thoughts and memories to ease my chilled bones. One of my current projects that helps overcome those cold weather, shut-in blues is the photo album of K.C.T. events I'm putting together. A quick flip through the pages comes to the Lexington Tour last April. A dozen TRs with tops down on a bright sunny day is a warm sight indeed. The Ozarks Tour '81' leaves a soggy thought, so next page starts M.A.T.R. I. Nine pages of delight including a tour through Lake Jacomo, over 25 cars on display, parts for sale scattered across the grass, banquet tables with rows of smiling faces and even a pink Spitfire. Other events include picnic tables covered with food at Watkins Mill, a little blind driving and cone dodging at Ricks shop with our friends from the M.G.A. Club. How about swim suits and cold beer around the White's pool, want to try that one today? The pictures from the November dinner are not back yet, but I remember that suits and ties and dresses look good on the group also, in fact they look darn good! This is not a detailed account of 1981, but simply a glance back at some very special days out of the total blur of an entire year. The pictures of tops down and hot, yes hot, summer days has a positive effect on my attitude, but the pictures contain something else that does a much better job. People, people with smiles, that warm glow that expresses an emotion. A smile says "hey, I'm having fun, and a real good time, a day I'll remember." Take a second look at Lexington or M.A.T.R. and see the proud owners, the warm handshakes, the people, the smiles and the special days we spend together. Our goal as a group and the directors concern, is to plan events that appeal to all members and their families in hopes we can be part of your special memories for 1982. I can't think of anything nicer than being a part of your own private "photo album" of '82 that brings a warm feeling to you next winter.

Take a look at what's in store for our fourth season and see what special days we hope to add to your year.

UPCOMING EVENTS: Body Work and Painting Tech Session. February 21, 2:00 to 4:00 p.m. Mr. Liriel Holt, our guest speaker at this years dinner, has

agreed and invited our club and the MGA club to tour his business where he will give us a first hand look at such "foreign" areas as dent repair, painting and the most difficult and troublesome of all, rust repair. You'll see lead work, welding, body putty, polishing and many other necessities for a restoration project or just maintenance. I am sure you have all taken a car to the body shop for repairs and had it come out all straight and shiny and wondered how it was all done. Well, here's your chance to see how the pros do it and ask questions that usually are discouraged at the regular shop. Whether you plan to do your own or trust it to the local shop, you should know which techniques are best; is lead better than plastic filler, or should I get lacquer or enamel. Mr. Holt teaches auto restoration through the Johnson County Community College, and has judged sports car concourse on the national level. His business, Classical Glas, is located at 16200 Mission road, Stanley, Kansas. We will start promptly at 2:00p.m., so be sure to be early. There are a lot of things to see before the actual session starts at 2:00, This is another chance to meet with our friends from the MGA club, so lets have a good turnout. This is the chance to tour one of the best restoration facilities in this part of the country - see you on the 21st.

DIRECTOR'S NOTE: I received a delightful holiday greeting from Steve Rossi - National Director of the Vintage Triumph Register. The card pictures a TR3 in full winter regalia sitting on a snow packed winter slope with a background of pines and skiers. The caption: "Winning form in Winter". Unfortunately, my "winning form" is sitting in the garage, elevated on four jack stands awaiting an exhaust system transplant and a seal to retain the vital fluids in the differential. Well, it's a good time of the year for it - what with the generous sprinkling of salt that seems to accompany our snow. Have you noticed that the first appreciable snow of the winter is the saltiest -- someone's getting carried away.

Well so much for that. I really meant to pen some kind of perspective on K.C.T. and 1982. Central to the success of any club are its members. We are, I'm convinced, as outrageous and diverse a group as any. Conservative perhaps in the main, but inclined toward frequent happy excess. We have a healthy prognosis in numbers (approx. 50) and the financial situation is certainly adequate.

Only two things have concerned me about us. The work of the club is being done by a very, very few and participation in club events averages 25-30% of the membership. Maybe this is the norm, and maybe doubling the

membership is the solution. It's not an impossibility. The comparative ubiquitous Spitfire and TR7 must have some owners as crazy about Triumphs as you and me. Why not pick up some membership applications from Gary Davis and lift a few windshield wipers?

Then again, maybe the problem is some lack in leadership or planning. My ego is reasonably intact, and I welcome your ideas and suggestions. The end of 1982 will be the time for election of officers (two year term). I think we may need some fresh leadership. Give it some thought.

However, and most important, your physical presence at events is needed. Take a look at the upcoming events announcements. You are more important to us than your perfectly restored Triumph. This is a club for people who have a common interest. We need you and yours.

Put a Triumph in your day,
Paul McBride, Director

FUTURE EVENTS:

March - Look out, it's party time again. Rick's basement party room, direct from the good old days will again be the location for our kick-off-the-year party. Be ready for a real blow-out as we get down to some serious good times.

April - Our first tour of '82' is on the schedule. We hope to plan a real family outing if the weather will permit. It's not that far off, so make sure the TR is ready to blow off the winter dust and cob webs and listen for that familiar cry "wheels up!"

May - We will again have a chance to participate in the Shriners Car Show to benefit their hospital for burned and crippled children. It's a great show with a wide variety of cars to see, and it is for a good cause.

June - This is our choice for the Fourth Annual Ozarks Weekend Tour. This is one of our best events of the season, and always a much talked about weekend.

July - A family-style picnic, complete with covered dishes, hotdogs, softball, and the whole ball of wax sounds like a great way to spend one of those long summer afternoons.

August - M.A.T.R. II. We will again open up a meet to all interested Triumph owners in our area. Discussion is already underway with other clubs to make this an all English Car event. More on this as plans develop.

September - Kansas City Triumphs birthday party and tour.

October - Fall rally. Just a little test of those driving skills and a good last run.

November - Our "Fifth" Annual Dinner Party and election of new officers.

As you can see, the schedule is certainly tentative and subject to changes. We need to slip in a couple of tech - sessions and other activities of interest. Your comments and suggestions are always welcome and appreciated. Please give Paul or me a call and lets make '82' our best year together yet!

PAST EVENTS REPORT: Fourth Annual Dinner Party. We had a really great dinner this year and a super turnout. Some 36 members enjoyed the good food, door prizes, drinks, and excellent program given by Mr. Lirel Holt of Classical Glas. His views of auto restoration were both enlightening and humorus. A special thanks to Ken and Dana Yarrington for making the arrangements, and to Richard Peak for getting Mr. Holt as our guest speaker.

MEMBERSHIP REPORT: Please find enclosed our new roster and a couple of new members: Dr. Albert and Ruth Harms
Steven and Sheila Dietz

FOR SALE: 1973 Triumph Stag
39,000 miles, auto-matic, air cond, Triumph engine, both tops, power windows, perfect condition, owners manual, AM-FM radio. Seen at MATR I.
Best offer - John Hamilton 942-2335

K.C.T. GENERAL STORE: The following items are for sale:
Triumph Cars - The Complete 75-year History. Only 1 left at \$16.00
K.C.T. Jacket Patches \$2.50 each
Sports Car Caps, blue or white \$4.00 each
Windshield Decals \$.50 each

(Call Gary Davis if interested in any of above.)

Special note:

Reprinted below is the listing from the Johnson County Community College 1982 Spring Community Education Bulletin telling about Mr. Lirel Holt's class on Classic Car Restoration and Investment:

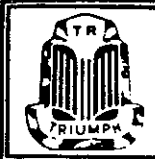
CLASSIC CAR RESTORATION AND INVESTMENT

This "how to" class includes two sessions in an automotive shop with professionals demonstrating techniques and answering technical questions. Classroom lectures with slides cover most aspects of restoration, evaluation and investment. This class provides information for the beginning or advanced restorer.

XTA 1225 01 6 sessions \$23 7:30-10 pm
T/Feb 2 Holt 255 SM South

MAINTAINING THE BREED: I don't have much room this time but I do need input from all of you. I need your hints, requests, likes and suggestions.

Special note to TR-4A owners - several manuals (Bentley, Haynes, Intereurope, and even the factory workshop manuals) show the TR-4A as a positive ground. This is incorrect and can ruin your radio if hooked up this way. R.P. Peak



KANSAS CITY TRIUMPHS

NEWSLETTER

Volume IV Issue 4 March 1982
6039 Rockhill Road • Kansas City, Missouri 64110

Editor: Gary L. Davis

(816) 361-0641

(913) 334-6615

EDITOR'S NOTE: I don't know about your feelings, but these days of sunshine and 70 degree temperatures certainly start an old familiar feeling deep down inside. It starts like a little fire and spreads to a warm, glowing feeling of warmth and well being. I always get that energetic urge to shake off the winter blues and start that brand new year. A little green grass, a new bud on a tree, and the penetrating warmth that only the sun can give turn my interests to the delights of summer. I love shorts and sandals, sun tans, cold beer and those late night drives on curving, winding roads with overhanging trees. The sweet smell of newly mowed grass fits perfectly with the mellow exhaust sounds and feel of the road I get when Sammy and I take off for a late night excursion. My most favorite part of this glory called summer is that one Sunday a month when I get to rendezvous with my friends of K.C.T. It may be a picnic, rally, car show, swim party or a weekend at the lake, but the important part is that we share these times together as friends. We now have the great opportunity to enjoy our fourth season together and share in these old friendships and make some new ones too. Read on to our new schedule and I hope you not only like what you see, but that you'll make a promise to yourself that you and your family deserve that one Sunday a month to spend with your friends of Kansas City Triumphs. I will see you on the 27th.

Gary

UPCOMING EVENTS: March 27 - KICK OFF THE YEAR PARTY! The best way to get started on the right path is to start off with a great party. We had a great turnout last year so we decided to do it again. Rick has opened his doors as our host for the second year. Music, dancing, and lots of fun and good talk are a natural part of these get togethers. The doors open at 7:30 p.m. at 7301 W. 89th St., Overland Park. Rick's is one block west of Metcalf on 89th. It's B.Y.O.B. and we'll take care of everything else. Let's kick this year off right!

April 25 - Tour and Picnic at Lake Perry. Pack up some food, drink and the family and let's put a few miles on the trusty old Triumphs. We will meet at Rick's shop, 12101 W. 88th at 11:00 and head out west toward Lawrence. If you have a small barbeque grill, bring it along and we'll do a little cooking of your favorite hotdog or hamburger. This is our first drive of the

year, so let's see a really great turnout. You need to blow the dust of the winter off and get ready for the rest of the season. Pull out your pencil and mark the calendar right now for April 25th and be ready for that familiar cry "WHEELS UP!"

DIRECTORS NOTE: I've had to swallow my pride - or at least a part of it. For one who has had a love affair with automobiles since pre-memory, driving a decaying, muck-encrusted, decade old Gremlin has filled me with humility.

I now identify with those who take no pride in ownership; who litter their floor boards with gum wrappers and newspapers; who never empty the ash trays and scribble mileage figures on the sunvisor.

Ah well - the Gremlin, you realize, was as ugly as sin ten years ago. Its maker realized it of course - hence the well chosen name. From its truncated rear and obscene gas cap, to the styrofoam grill, it was never even remotely attractive - even to American Motors. The years have not been kind. My (ugh) Gremlin now gets along on five (cyl.), sports strange brown lowers on the fender crowns and identical apertures on the flanks (brake cooling?). The hatch doesn't, the alternator light does. But it runs and runs and runs.

And therein lies the tale - a kind of perverse pride. Such a pathetic machine becomes somehow endearing when it refuses to die. It's like a mangy mongrel that won't go away, or a comfortably ragged pair of jeans. I've even fancied a fashionable (and realistic) statement of stylistic poverty while driving it.

The Gremlin certainly has its advantages. It demands very little. I never wash it (a bath might be its undoing). Insurance is cheap. But most important - it does the dirty work. The TR3 stays sheltered, warm and dry, and when I drive the Gremlin I can knowingly chuckle (like Clark Kent) because there's a TR3 "ace in the hole" awaiting my whim.

Put a Triumph (or perhaps a Gremlin) in your day.

Paul McBride Director

FUTURE EVENTS: You may notice a few adjustments and additions as we work closer to a definite schedule. We hope to stay as close to this as possible but are always open to suggestions, so if you want to host an event or have a special idea please give Paul or I a call.

May 16 - Tour to Windsor, Missouri. Herb and Wanda Moore have invited us all down for a good old time back yard picnic, complete with everyone bringing one

covered dish. We will drive down together, picnic and then tour some of the local roads. Herb says they were "built for Triumphs" so get ready for a great day in the rolling hills of Missouri.

May 30 - Jaguar Concours D'Elegance We have again been invited to participate in this outstanding event. Details are not available at this time, but we will have more information in the next newsletter.

June 6 - Shrine Car Show at the Blue Ridge Mall This our fourth year to display at this function to benefit the hospitals for burned and crippled children. It's a great chance to see a whole spectrum of antique and vintage automobiles.

June 19-20 - Fourth Annual Ozarks Tour Get ready because we're going to do it again this year. Not even the rain of last year can discourage this group from making this super trip each summer. We have already contacted the Town and Country Motel in Osage Beach about reservations. It's not too early to let us know if you will be going with us this year, so let us know. I will make a promise (I hope) that Sammy will be a good boy this year and keep starter, water pump pulley and carburetors intact.

July 18 - Swim Party Bob and Esther White extend an invitation for the entire club to enjoy their backyard pool. We do hope the weather will be a little warmer and drier than last year, but a great time is in store for everyone.

August 15 - All Family Picnic August is not always the best month for a long drive in a sports car, so we decided to have a family outing at a local park. Shawnee Mission Park looks like a good spot for some softball, walking by the lake and general taking it at easy on a Sunday afternoon.

August 21-22 - North American Triumph Challenge VII This years event in conjunction with the V.T.R. National Convention will be held in the Chicago area. It's a great chance to meet members of other Triumph clubs and see some really great cars. I hope more members will be going up with us this year.

September 3-5 - All British Car Day/ Mid America Triumph Regional II We are really excited about this all out event which includes not only K.C.T., but also the MGA, MGT, Jaguar, MGB, Jensen, Austin-Healey, Morris, Morgan and Rolls-Royce clubs. We have already had three meetings with representatives from these clubs and have a lot of ideas in the works. Each club has taken on certain responsibilities concerning advertising, location, activities, sponsors, and other necessary functions of this type of event. We project around 250-300 cars at this event, which would make it one of the largest in this area.

These types of meets are great successes in other parts of the country and we have a great number of British cars right here in good old K.C. Plans call for a display, driving events, swap meet, technical sessions and vendors to name only a few. Paul has been appointed as the overall chairperson of the event and will need the help of every member of K.C.T. in order to carry out his and our responsibility to this challenge. We will be calling on everyone for their help in making this a great success its first year. More information will be in the next issue. If you have any questions or comments, give Paul a call.

October - Fall Rally We are looking for volunteers to set up the rally this year. If you have some ideas or remember a certain type of rally you would like to try, give me a call and I will be glad to help you with it.

November - Annual End of Season Dinner Party Not only will this be our last meeting of 1982, but we will also announce the new club officers. We will mail out ballots with the September newsletter so that the entire membership will have a chance to vote for the new board members. If you have anyone in mind for a guest speaker, we would appreciate a suggestion.

I know this looks like a long list, but it will go by very quickly and we hope it helps you to plan your time to include us on your calendar for this year.

MEMBERSHIP REPORT: We would like to welcome the following new members and encourage each of you to go out and find one new member for the club. A friend, neighbor or someone at work just might be interested if you would just stop and talk with them. I still get calls saying "I just found out about the club and want to join", we have been around for a long time but still have not reached as many people as are interested. We need your help to spread the word -- thanks.

Larry Womble
Route 1, Box 206
Leeton, Mo. 64761
816-647-2606
TR3A 1959 TS41924L

Richard and Diana Elkins
119 Willa Lane
Windsor, Mo. 65360
816-647-2546
TR6 1975

Mark and Vicki Canaday
422 Mercury
Salina, Ks. 67402
913-827-3368
TR3A 1960 TS57196LO

Ron and Peggy Hielkema
1389 S. Pecos
Columbia, Mo. 65201
314-449-2398
TR3A 1961 TS76326L

PAST EVENTS REPORT: Every one who attended the tour of Lirel Holt's shop certainly got a first hand look at why a good body repair and paint job costs so much. The whole tour was first class and our very special thanks goes out to Lirel and his men for their time and help.

K.C.T. GENERAL STORE: We still have caps, jacket patches, and windshield decals.

MAINTAINING THE BREED

Many articles have been written on rust removal and prevention and for those of us in the process of restoration or contemplating such, paint removal and the subsequent rust removal is always a topic of concern. There are two methods of cleaning and de-rusting, the easy and the hard way. The easy way, of course is to have the work done by someone else. The hard way is to do it yourself.

The first method of cleaning and de-rusting can be either of two basic operations: 1) mechanical, 2) chemical. For "farmed out" work these usually consist of sandblasting or dipping respectively. Both have advantages and both have disadvantages too.

SANDBLASTING Sandblasting does a good job of removing paint and rust in the places which can be reached by sandblasting and is relatively inexpensive. In most instances, however, the disadvantages outweigh the advantages for a large project such as an entire car. A sandblaster in the hands of an untrained or un-caring individual can be a dangerous weapon to your car. The most dangerous area for sandblasting is on the flat thin body panels where it is easy to warp the metal.

Sandblasting works well on heavy gauge metal such as completely disassembled frames and such things as disk wheels. I say disassembled frames because the sandblasting forces minute particles of sand into every nook and cranny such as bearings, gears, bushings, joints and all those places where you do not want or need sand to grind the surfaces. Sandblasting is usually the only thing that will work on finishes such as Imeron, since paint removers won't do much to an Imeron surface.

Sandblasting produces a surface which is not perfectly smooth but rather one which is actually etched. This aids in paint adhesion but takes a little extra care for that mirror finish. Remember too that sandblasting will etch glass as well as the metal. Sandblasting will also work-harden the metal and will weaken items which must flex such as springs.

DIPPING The other commercial method of cleaning and de-rusting is dipping. This is an area of great confusion. Claims and counter claims abound but it is an area that must be considered for any serious restoration project of any size. For those of you who have never seen a freshly dipped fender, wheel or other part, it can be a thing of beauty or a revelation of horror. Sound and straight items, after dipping, look like new metal and are beautiful, especially to someone who has removed paint and rust by hand. Unfortunately, it also will remove the filler and body putty to expose any flaws present or which were so well-filled before.

Presently there are two firms who locally offer chemical metal stripping of a size so as to be useful to us as restorers. Both firms offer the same Caustic Soda paint and "yuck" removal and neither offers the electrolytic alkaline derusting touted by Redi-Strip. Both firms use acid derusting, and here-in lies the main difference between the two and probably part of the price difference too.

Dave Van Dyke of Midwest Metal Strippers, uses a phosphoric acid solution for his de-rusting. Tom Atkinson of Chem Clean Metal Stripping, uses muratic acid for his de-rusting. The price quoted to me for dipping a wire wheel was \$15 at Midwest and \$8, at Chem Clean. This compares with \$5, for having a disk wheel sandblasted. Phosphoric acid is more expensive than the other acids.

From what I have read, the consensus is that of the acid de-rusting products, the phosphoric acid based ones are the most satisfactory, especially those with an inhibitor added to prevent the acid from attacking sound metal. Some of the acid solutions are much harder on the metal than the phosphoric..

I don't feel that in an article like this that I can recommend one dipper over another, but rather I am trying to tell of the services available, and a little about them. Before you take something in for dipping, you might want to visit the two firms and see their work and talk to Dave and Tom. One important point to remember, dipping dissolves aluminum and other soft metals, so be careful of what you have dipped. Know your car and what you are taking in. Most of the commercial dippers will tell you but if you should attempt to do it yourself (the hard way) be careful of what you dip in the acid.

After the cleaning and de-rusting have been accomplished, the bare metal must be protected or it will start rusting almost immediately. The dippers both treat the parts to keep them from rusting for a short period of time but this will not hold them very long. For untreated parts such as sandblasted or dipped items, a product such as OSPHO or some other rust treatment is needed unless the item is going to be treated with 'Metal Prep' and painted immediately.

A special note - In no case should a regular primer be used for extended rust protection. Primers are porous and allow moisture to reach through to the surface they are applied onto. Rust can not only form under the primer, but the primer hides the fact that the rust is forming. Treat the surfaces of bare metal with something like OSPHO, but don't prime until you are ready to paint.

* * * * *

In the last issue of the Newsletter, I briefly mentioned that several manuals (Bentley, Haynes, Intereurope, and even my copy of the factory workshop manual) incorrectly show the TR-4A as a positive ground (earth) system. This probably stems from habit and the false assumption that the TR-4 and the TR-4A were the same. The TR-4A however, began the Triumph negative ground systems within the TR series. The TR-4 and earlier systems were positive ground systems.

The Triumph TR-4A Owners Handbook is very explicit on the negative "earth" system and the possibility of damage to the radio if incorrectly grounded. The handbook is also a source of the correct electrical system schematic.

The cars seem to run equally well on both systems; however, the critical element is the radio. The radio polarity must be matched to the grounding within the electrical system or serious damage to the radio will result. Some radios have a switch built into the radio that may be switched from one polarity to the other, some do not. The same problem can be encountered when adding a newer radio to the pre TR-4A system. Remember to match the radio polarity to the system you have.

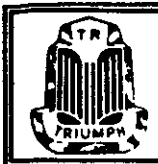
* * * * *

David Adair reports that Porters Auto Glass is a source of new Triumph windshields. The price is competitive, and they are local so there is no packing or shipping as well as immediate delivery. Add them to your list of suppliers.

* * * * *

I hope that all of you took the tour of Classical Glas last month. I certainly enjoyed it and learned some things as well - I hope you did too. Where would you like to go next?

Richard Peak



KANSAS CITY TRIUMPHS

NEWSLETTER

Volume IV Issue 5

May 1982

A Local Chapter of V.T.R. / T.O.S.A.

8039 Rockhill Road • Kansas City, Missouri 64110

Editor: Gary L. Davis

(816) 381-0641

(913) 334-6615

EDITOR'S NOTE: I must take this opportunity to explain a reference I made in the last newsletter to a certain someone named "Sammy". There have been many questions as to whether this unknown person is my girl friend or a friend or whoever. Well, just to put the record straight, Sammy was born April 25, 1957 (celebrated his 25th at the picnic), has no job and hardly ever goes out in bad weather. He simply takes it easy and only kicks up his heels in the summer. You may have guessed by now that "Sammy" is not really a person but only a reference to my TR3. The question has come up about his gender, and I can only say that if you have any question about it, you have never really driven one of these tough, hearty little sportscars. Sammy and I are ready for sunshine, top down, and hit the open road so let's get ready for the next event of our new year together! Gary

UPCOMING EVENTS: May 16 - Tour to Windsor, Missouri. Herb and Wanda are all set for a great turn out for this special tour to their home in the rolling hills of the good old Ozarks. Meeting place is the southeast corner of the parking lot at Bannister Mall Shopping Center. This is the corner of Hillcrest Road and 95th Street, just east of I435. Meeting time is 9:30 a.m. and we will leave at 10:00 and arrive in Windsor about 12:00. We ask that everyone bring one covered dish and their own booze. If you have a C.B. for your car, be sure to bring it along. We plan a old time picnic and a little local touring with a stop at Larry Womble's. This is going to be a great day so get that Triumph out and get ready for some real motoring. Be sure to be there when we call out WHEELS UP!

May 29-30 Heart of America Jaguar Club - 1982 Concours d'Elegance

Location for this years event is the Doubletree Hotel, 10100 College Blvd., Overland Park, Kansas. They have a cash bar and dinner Saturday night and the judging of the cars starts at 10:00 a.m. on Sunday, with the trophy awards at 4:00 p.m. They will have a separate class for Triumphs, as well as MG, Jensen, Pantera, Rolls Royce, Thunderbird, and Corvette. Please contact: Barry Greenstein-Chairman, 9921 Foster, Overland Park. Phone 381-8211 work or 381-8253 home for more info or to get registration forms. This is always a super show and we hope that our members support it as we have the last two years.

June 19-20 - Fourth Annual Ozarks Tour: The Windsor tour is only the warm up for our best tour of the season. You really have to experience a whole weekend of Triumphs, the beautiful Lake of the Ozarks and the great times we have had the last three years to fully appreciate this trip. Our meeting place is again the Holiday Inn at 63rd Street and 350 Highway in Raytown. The Holiday is just south of 63rd and 350 is about a half mile east of I435. We will meet at 8:30 a.m. and be on the road by 9:00. This early start will give us some time to enjoy the afternoon in Osage Beach and get together for dinner and dancing Saturday night. We have rooms reserved at the Town and Country in Osage Beach and will be reserved on a first come-first served basis. We must have your deposit before May 26 in order to insure a room with the group. The room cost is \$33.50 for two persons per room. Please make your checks payable to Kansas City Triumphs. If we do not have enough rooms you can make your own arrangements, but this is a busy time of the year so don't delay. Last year we only had one car that was not a TR3, so let's see if some of the newer models can get out this year with the old timers. This is a great chance to get away from the city and enjoy some sun and relaxation with your friends so don't miss it!

June 6 - Shrine Car Show at the Blue Ridge Mall This our fourth year to show in this outstanding show to benefit the Shrines hospitals for burned and crippled children. The display starts at 10:00 so it is a good idea to be a little early. You can come and go pretty much as you please so come on out even if you don't want to stay all day. Be sure to drive around and find the other club members so we can all park together.

DIRECTOR'S NOTE: Warren Wood called a couple of weeks ago and said that he and Loretta had in fact "put a Triumph in their day". It seems that Loretta was somewhat overdue with their second child, so down came the top on the TR6 and they went for an extended ride. Within a matter of hours, labor had commenced and we can now welcome Cullin David Wood to the world of Triumphs!

Another happy note: The organization of the All British Car Meet, September 3-5, is in full stride. We have an unbelievably energetic and congenial committee made up of officers and members from 8 British car clubs. All areas of responsibility and organization are being chaired by committee

members. Richard Peak and Gary Davis are handling the "Goody-bags" and door prizes. They will need your help - give 'em a call. I am responsible for the Tech Session and have hopes of landing a Lucas representative to discuss the mysteries of Lucas electrics. If this doesn't pan out, I'll need other suggestions and contacts. Please give me a call if you can help. We need a session that is applicable to all British cars. Our next newsletter will have a complete description of this 3-day event, listing all activities, etc. I can tell you now that the meet headquarters will be the Drury Inn - Carlos Murphy complex, I-435 and Metcalf. Our own Triumph Regional (M.A.T.R. II) will be incorporated in the activities. (Another exciting bit of info.-S.C.C.A. will sponsor an autocross open only to meet participants.) But there is more - much more. Stay tuned.

A final note: The Vintage Triumph Register (VTR) and Triumph Sports Owners Association (TSOA) have now merged. This is our national organization and the only one devoted of all Triumph Motorcars. KCT is a local chapter of VTR/TSOA. A quick check of our membership directory reveals that only about 1/3 of us are members of the national organization. I urge you to join. For \$15.00 you receive 10 excellent publications (6 newsletters and 4 magazines). I have a complete set and some extra back issues that you are more than welcome to see. I've asked Gary to print a membership application form in this issue. If you're as big a Triumph nut as I think you are, VTR/TSOA membership is a must.

Put a Triumph in your day. Paul McBride

MEMBERSHIP REPORT: Please welcome our newest members and be sure to give them a warm welcome at the next event. The new directory will be out in July!

Dennis and Melanie Phillips
14115 W. 88 Terr.
Lenexa, Kansas 66215
492-1403
1979 Spitfire FM98791CL

Larry Mokofsky
8287 Monrovia
Lenexa, Kansas 66215
492-8287
1961 TR3A

Wilber and Linda Earl
202 Redwood Court
Lee's Summit, Missouri 64063
373-0229
1969 TR6 CC26081 L

Rich and Chris Smith
2602 Monterey
St. Joseph, Missouri 64507
816-364-3741
1974 TR6 CF20204 L

FUTURE EVENTS : The idea here is to put these dates in front of you enough times that there is no way for you to forget them. The summer is here so please get out your calendar and mark them down and be ready to participate!

July 18 - Swim Party Bob and Esther White have extended another invitation for the entire club to enjoy their backyard pool. We always have a great time and the weather has promised to be excellent this year.

August 15 - All Family Picnic Shawnee Mission Park has been chosen for a picnic, softball, walking by the lake and general taking it at easy on a Sunday afternoon. We may even allow some car looking and tire kicking.

August 21-22 - North American Triumph Challenge VII This meet is also the VTR National Convention for 1982. It will be held in the Chicago area and will feature a number of events and concours. I would like to hear from all members who plan to go up so that we can work on a schedule to drive up together. Please give me a call as soon as possible. Gary

October - Fall Rally We need someone to set up this rally for the club.

November - Annual End of the Season Dinner Party The location is still open so let's hear some suggestions from the membership. Please don't forget that election of officers is coming up this year so keep it in mind.

MAINTAINING THE BREED

A term that has been showing frequently in the Triumph parts advertisers is "BL Heritage" authorized supplier. The reprint of the article from the April issue of Road and Track magazine explains the significance:

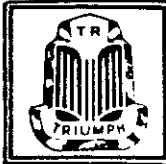
WITH THE ever-increasing interest in restoration of older mass-produced sports cars, it is encouraging to learn that British Leyland is authorizing the manufacture of replacement parts for most of the cars built through the years by its various constituent companies. Specifically, these companies are MG, Triumph, Austin-Healey and Jaguar and the models covered date from the end of World War II.

Admittedly, there are a variety of replacement parts on the market for these cars, but some of them are of doubtful origin so, if you drop a South Korean exhaust valve in your MGA, while turning 6000 rpm, it may easily hole a Taiwanese piston, although I may be exaggerating somewhat because the shortage of parts for these older cars has resulted in certain manufacturers making replacements of excellent quality. Anyway, to legitimize the whole business, BL has set up a system whereby certain manufacturers are now authorized to use the BL trademark on parts that have been approved by BL.

The authorized suppliers are in Britain and the U.S. and the parts will bear the BL trademark and the word Heritage, because the scheme is being run by BL Heritage, which runs BL's museum and has responsibility to owners of the company's older cars.

At present, six authorized specialists have been appointed in the U.S. They are as follows: Abingdon Spares Ltd, South St, Walpole, N.H. 03608 (all MGs, all Austin-Healeys, Jaguars through the XK 150 and Triumphs up to the TR4); Moss Motors Inc, 7200 Hollister Ave, Goleta Calif. 93117 (same parts as Abingdon Spares); The Roadster Factory, PO Box 332, Armagh, Pa. 15920 (TR2 through TR6); Scarborough Faire Inc, 1151 Main St, Pawtucket, R.I. 02860 (all MGAs and all Austin-Healeys); Start Your Engines Ltd, 6789 Mid Cities Ave, Beltsville, Md. 20705 (MGA, MGB and TR2 through TR6); M&G Vintage Auto Co, 154 Chestnut St, Ridgewood, N.J. 07450 (MG-T series).

If you are looking for components for your restoration job, one of these suppliers can probably help you.



KANSAS CITY TRIUMPHS

NEWSLETTER

Volume IV Issue 6

July 1982

A Local Chapter of V.T.R. / T.S.O.A.
6039 Rockhill Road • Kansas City, Missouri 64110

Editor: Gary L. Davis

(816) 361-0641

(913) 334-6515

EDITOR'S NOTE: I really feel that this is one of the most important newsletters that I have ever had the pleasure of writing for the club. We are not only looking forward to some of the biggest and best events we have ever participated in, but we now have more members than ever and had the best Ozarks Tour in our history. Speaking of history, I would like you to note that this is our last issue of this, our fourth year together. I want to take just one second to give thanks to those members that were present at the very first meeting in September, 1978.

I can only say that it takes a lot to stay active that long and I know there are many others that have been around nearly as long, so congratulations to everyone. There are a lot of exciting things going on, so read ahead and please be sure to mark your calendar, date book or whatever and keep your newsletter handy as a reference because very exciting and important things are coming up soon! Gary.

UPCOMING EVENTS: July 18 - Swim Party - 4:00 p.m. Our gracious hosts, Bob and Esther White have again offered their beautiful pool for our July meeting. There should not be any problem finding their home at 8525 Metcalf. It's the only one with a four car garage and a circle drive full of Triumphs. Please B.Y.O.B. and one snack dish to share and we will furnish soft drinks and ice. See you by the pool!

August 15 - All Family Picnic - 3:00 p.m. - Shawnee Mission Park, Shelter House No. 7 - Pack up those picnic baskets, kids, dogs, or whatever you want and even a Triumph if you feel like it and let's spend a day enjoying that traditional pastime - the summer picnic. Softballs, frisbies, volleyballs, whatever you bring along will be the afternoons activities. The shelter house is along the lake just past the marina. Please note the park does not allow alcoholic beverages in the park, so please take note of your packaging on your refreshments. We will see all of you on the 15th!

DIRECTOR'S NOTE: If ever I need to twist your arm, it's now! Labor Day weekend, September 4th and 5th at Drury Inn (Metcalf & I-435), I need to see you and your Triumph. For better or worse, I have been appointed Chairman of the 1st Annual Midwest All British Car Meet, and it's going to be BIG. We really don't know what to expect, although early projections indicate up to 200 British cars. If a "small" percentage of those are Triumphs, and MG people are really into this, I face an embarrassing situation.

Registrations are already rolling in to Phil Collins (our Meet Treasurer) so Gary is including a registration form for you with this newsletter. Fill it out, include a \$5.00 check and send it in--NOW! Nothing would please me more than to see fifty or more KCT registrations at our next board meeting. I would avoid embarrassment and you will get your money's worth.

Even if you can't attend, we will make sure you get the dash plaque and goody bag which will be worth well over \$5.00. Heck-of-a-deal, right? But I do hope you can attend. There will be no nit-picking your Triumph. At the Show of Cars on Sunday; Triumphs will be parked together (hopefully outnumbering our good friends in the other British car clubs).

We will have an official KCT hospitality room at Drury Inn and will have our own club meeting Saturday night, complete with door prize. Saturday night activities also include a Tech session and a party at Carlos Murphy's.

The swap meet on Sunday will be a chance to get rid of your unwanted parts, and a good opportunity to find the obscure part on your wants list. You are, of course, free to join in all of the events or only a few.

If you are really energetic, make some copies of the enclosed flyer and lay them on some Triumphs around town. Literally thousands of mailings have been sent out to owners of British cars in the midwest area, so our need is to reach the non-club members in Greater K.C.. Those of you who have already volunteered to lend additional help, will be contacted by phone. There will be plenty to do just prior and during the event. KCT's primary responsibility is to assemble the goody bags and Richard Peak has that well on the way.

NOW--before you file this newsletter, cut off the bottom portion of the registration sheet and send it with your check. You and I will be glad you did! I guarantee it. Put a Triumph in your day.

Paul M. McBride

P.S. --Be on the look-out for the three color posters around town, and radio and TV coverage of the event. If you can help put up posters (especially in the Eastern suburbs) let me know.

MEMBERSHIP REPORT: Please take a good look at our new roster and especially at our newest members - Martha Harms, Bob & Marilyn McBean, Frank Biondo, David & Donnie Pickett. I think you should note that this is our largest number of members ever!

SPECIAL NOTICE: We are now reaching the end of our fourth year and this means that it is time to elect a new Board of Directors for the next two years. At the Board Meeting of July 1, 1982 it was decided to select a member as head of the Nominating Committee to come up with a list of candidates. The voting ballots will be sent out with the September newsletter and the new officers will be announced at the November dinner. The Board decided on a mail-in ballot so every member would have a chance to vote. Listed below is a brief description of the three positions that are open, and make up the majority of the Board of Directors. I have also indicated the current Board members. Each has filled his position for the last four years and the general feeling is that we need to spread out the responsibility and get some new ideas into the club activities. The positions are as follows:

Director: (Currently Paul McBride)

The Director is basically responsible for the overall activities of the club including planning and executing events, conducting club and Board meetings and taking care of all public relations work. This includes representing our interests to the National Board of V.T.R./T.S.O.A. and with local groups such as the Associated Antique Car Clubs and the British Car Club committee. The position requires dedication and an investment of your time, but certainly carries with it the respect of the entire membership.

Assistant Director: (Currently Rick Torres)

The Assistant Director not only serves to help the Director and fill in if the Director is not present, but serves as the main activities chairman for the club. This responsibility includes making the necessary arrangements for an event or seeing to it that other members have taken care of the needed planning. This may include restaurant reservations, tour routes, shelter houses or whatever is necessary. There is a lot to do and a great deal of responsibility and a person must be dedicated and reliable.

Secretary-Treasurer: (Currently Gary Davis)

The Secretary-Treasurer has the responsibility of keeping track of the membership and renewal dates as well as maintaining a current club roster. This position is responsible for keeping the checking account and issuing all club disbursements as well as maintaining the club projects such as the General Store items. The Secretary-Treasurer keeps the minutes of Board meetings and is responsible for mailing the newsletters.

There are two other positions that are appointed and make up a part of the Board. They are Newsletter Editor and Calling Committee Chairman. The current Board has decided to retain the past Director as a part of the Board in an advisory position.

Ken and Dana Yarrington have volunteered to head the Nominating Committee and will be in contact with you about becoming a candidate. We have had a great and very successful four years and there is a great deal of personal satisfaction in being a part of it all, so get involved in the Board and enjoy it yourself. Please remember also that the Board is open to both male and female members and we hope to have more involvement by the women members in the future.

FUTURE EVENTS: August 21st & 22nd - North America Triumph Challenge VIII
The time is getting close, so please give me a call if you plan to attend.

September 4th & 5th - All British Car Meet. The enclosed flier and registration form tells it all. We need someone to head up a used parts stand for our club members. All parts must be clearly marked and priced. We want to try to get them all together before the meet and free more people up for other activities. Please let me know if you are interested. Also note: You MUST have seat belts in order to compete in the autocross event. Please send your registration today!

October 3rd - Fall Rally. Paul McBride will be doing the honors for this years event. Location and meeting time will be in the September newsletter, but mark your calendar right now.

November 13th - Fourth Annual Dinner Party and Office Installment. Ken and Dana Yarrington will again handle this years arrangements. They did such a super job last year that we know this one will be even better. I will have slides of this years events to show, but we are also looking for a great speaker so give Paul a call if you have any ideas.

PAST EVENTS REPORT: Tour to Windsor was a really great day. Herb and Wanda Moore put on such a great feast and we owe them so much thanks for their hospitality. If you missed this one, you really missed out.

Jaguar Club Concours - Even with the rain, which seemed to subside just for the show, we had a good turnout and some really special cars to see.

Ozarks Tour - This had to be the highlight of the year so far. We had eleven cars on this years tour and the weather was just perfect. A couple of minor mechanical problems on the way down, but otherwise everything went as smooth as silk. All twenty-two of us went to dinner Saturday night which makes a really big group! I am sure the first time members are really convinced about this trip and the previous participants are really sold after the wonderful weather. Next year we may even get some of the Shriners from Springfield with their TR3's to join us for a really big group.

K.C.T. GENERAL STORE - We still have our famous sports car caps for sale, the ones with our own logo on the front. They are available in white and blue. Every member should have his or hers on at the All British Car Day events to show your club allegiance. Also available are the official club jacket patches and additional windshield decals if you need them. All items are ready for immediate shipment so please give me a call if you need something.