

KANSAS CITY TRIUMPHS

NEWSLETTER
Volume VI Issue 1 September 1983
A Local Chapter of V.T.R./T.S.O.A.
6039 Rockhill Road • Kansas City, Missouri 64110

Editor: Richard Peak

(816) 361-0641

(913) 236-7069

DIRECTOR'S NOTE: The big news, as you well know, is just a few days away. The All British Car Meet/Mid America Triumph Regional III is this weekend.

Many of you remember M.A.T.R. I that was held in Blue Springs in 1981. We decided, after that meet, that we should invite other area British Car Clubs to join in our effort, and thus we created last year's huge success, the All British Car Meet I.

An important part of the show is, of course, our own M.A.T.R. III. We take special pride in our own club, and we are trying to offer more to our members than just the show itself.

We will again have our own separate dash plaques for all Triumphs registered at the meet. This year, we will be giving out three trophies for the fastest TR's in the Autocross. We will not include modified cars in this group, but we may include additional classes next year. We are also giving out 5 trophies for special achievement at the car show.

This year be sure to look for the K.C. Triumph's pavilion, which will be our headquarters for both Saturday and Sunday. We offer shade and a place to rest, along with good conversation.

There is one more area that I know you are interested in, and it is truly a matter of getting out of it what you put in. If you come to the meet to buy parts at the parts swap, bring along your own spare parts so you can sell, trade or buy and come out even.

I know I will see every member this weekend at the Drury Inn.

Enjoy life's little Triumphs. Gary.

TRivia: Rare factory accessories for TR2 & TR3: Fender skirts, aero windscreens, fitted suitcase, badge bar, ash tray, reversing light, dual speed wipers and undershield.

EDITOR'S NOTE: I didn't think that I could get this newsletter out this soon with all that we have had to tie together first. Don't get spoiled and expect this early a newsletter every time. The main reason for the early publication, is to get this to you before the All British Car Meet and the Mid America Triumph Regional Meet (M.A.T.R. III). Your Board of Directors, namely Paul McBride, Gary Davis, T.R. Wilson and myself, have put in a great deal of time and effort, along with persons from the other British car clubs, to bring you a really fine show of both Triumphs and other British cars. In addition to the four of us, the Chairman of this year's event is a K.C. Triumph member as well - Leo Long. There has been, and will be too, a great amount of Triumph effort in this Labor-day weekend of the All British Car Show and the M.A.T.R. III. I hope that we have a tremendous turnout of Triumphs at the show, and I hope that we again have more registrants than any of the other clubs.

PAST EVENTS REPORTS:

Swimming Party. Twenty plus members of K.C.T. and their guests enjoyed a hot July 17 in the cooling surrounds of Bob and Esther White's beautiful pool. The food was ample, as were the means for quenching our thirst. The club furnished the soda pop, but, I will have to admit that it was not too heavily consumed.

Leo Long's watermelon sort of capped the pool dining and an enjoyable evening, which was highlighted by a tour of Bob and Esther's new addition. A special thanks to two special people, Bob and Esther White, for their welcoming hospitality and the use of their beautiful pool.

Wedding. This wasn't on our calendar, nor was it an official club function, but a change has taken place. Late in the afternoon, Saturday, August 6, Gary Davis our Director, and Dawna Schulze were married. Congratulations Gary and Dawna - Mr. and Mrs. Gary Davis. The wedding was followed by a reception and a trip to Mexico. Gary has always done such a good job writing about the past events that I asked him to write up their trip. Talk about leaving out details.....

Whiteman Air Base Openhouse. Even though we hadn't planned to participate as a club, three Triumphs from Kansas City Triumphs were on the flight line for the Whiteman Air Base Openhouse. Herb said that they were treated as special guests by the Air Force personnel. It sounded like they enjoyed themselves and saw a good show as well. Our thanks to Herb and Wanda Moore, George and Joan Gruttemeyer, and David and Donnie Pickett for representing Kansas City Triumphs at the Openhouse.

Picnic and Softball Game. Sunday August 14, began on a cloudy note, with a few scattered showers and a hint of genuine rain. Since the MGB Club was invited as one of our guests, the chances were even better for rain (the MGB Club has a worse rain record than Gary - and it rained on his wedding!). The afternoon cleared, the weather cooled and we had a beautiful day for our Picnic with the MGA, MGB and Austin Healey Clubs and the softball game to follow.

Thirteen Triumphs and fourteen members of Kansas City Triumphs showed up at shelter house #5 in Shawnee Mission Park for a picnic with the invited clubs. The president of the Austin Healey Club got called out of town and our invitation failed to reach their club. It's too bad, because they have some fun cars and nice people. Maybe some other time.

During the wonderful repast, for which K.C.T. furnished soda pop, and the "Colonel" a large portion of the chicken, a softball game was being organized. There were a few minutes of panic when Leo in his newly painted red Spitfire, arrived and announced that his better half (better looking and a better ball player too!) had disappeared, and that she (Kandice) had all the softball equipment. After Kandice arrived with the equipment, Leo calmed down and we went back to eating chicken and inspecting the various MG's and Triumphs.

All adjourned to the softball diamonds where we frantically tried to find enough players for two teams. We finally formed into two teams - essentially a Triumph team and a team of mostly MGB people. No one would say where the MG pitcher came from (he had a beard and drove a truck), but he looked a lot like last year's MGA club pitcher. Since he evidently was incognito, I won't mention Doug Krekovitch by name, but just hope that he will get reliable transportation (Triumph) so that he won't have to drive a truck next year - and besides he wasn't that bad a player. We could use him, and a Triumph would qualify him.

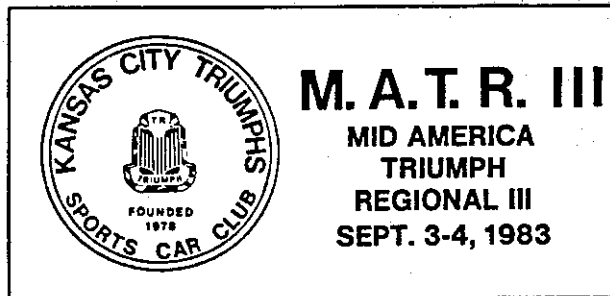
Everyone had a good time, even though I suspect that I wasn't the only one with sore muscles Monday. The highlight for the afternoon was Herb Moore's hit and subsequent steal of second base, together with the ruling that you can't steal in slow pitch. An unhappy Herb had to go back to first and spent the rest of the game trying to get some of the MG players to run to second "just for the exercise". Unfortunately, the result of this year's game was the same as last year's - a lot of fun but we lost again. The final out sort of tells the way our day went: David Pickett hit a healthy blow down the third base line, for what should have been at least a double, but "fast glove Munday" casually reached out and snagged it for the final out. Ben Munday is the Director of the MGB club, and was using my glove which had a hole in it when I tried to use it earlier. Oh well, next year

Trivia: The Herald was the most popular Triumph model of all time, according to production figures.

CALENDAR OF EVENTS - REMAINDER OF CLUB YEAR

September

3-4



**BRITISH
CAR
2nd ANNUAL
MEET SEPT 83
KANSAS CITY**

October 9 Tour to Excelsior Springs and Brunch.

This should be an easy driving tour for our last driving event of the year. The weather should be scenic, if there is any vegetation left, for a trip through the winding back-roads to Excelsior Springs and brunch at the historic Elms hotel. The trip back is tentative, but a drive around Smithville lake and another interesting drive from the north into Kansas City has been mentioned.

Meet at the Hoffman-Cortes Contracting Co. parking lot, 1523 Broadway. This is just across the street, east, from the Denny's restaurant on the south side of I-35, at Broadway, in downtown K.C. Meeting time will be 11:00 a.m., and hopefully we will be able to leave shortly after that time. If you have a CB, bring it because we plan to use them to keep track of everyone. I don't know the price of the brunch, but I think someone said it is about \$7.00 a person. Don't miss this trip. It should be an easy drive and a scenic one as well.

November 12 Annual END-OF-THE-SEASON Dinner party.

Make plans now to attend our one meeting-type meeting of the year. The program and location will be announced in the next newsletter (November), but we have some interesting programs, and this year's dinner should be especially interesting. You don't have to drive a Triumph to this event (or any of them for that matter), just think Triumph and enjoy with us the other Triumph enthusiasts of K.C.T.

Other Non-Club events which may be of interest.

- Sept 10 Olathe, Ks. Old Settlers Parade and Car Show. For pre-1966 autos. For information call Richard Sandberg 913-764-0423.
- Sept 11 Lake Jacomo, Mo. Associated Antique Car Clubs of Kansas City picnic. Picnic at shelter house #3. Eat at 12:30. K.C. Triumphs is a member of this group (AACC) which puts on the car show for the Shriners in the spring of each year. Call John Barnes at 816-254-8192 for details.
- Sept 17 Sedalia, Mo. Car Show and Swap Meet for antiques, classics and street rods. Call 816-826-7585 or 816-826-2153 for more information.
- Sept 25 Kansas VMCCA Swap Meet. This is one of the best in the area. Held at the Wyandotte County Fairgrounds, Kansas City, Kansas. For more information call 816-353-7890.
- Oct 2 11th Annual Lawrence Car Show sponsored by the Lawrence Region AACA. Large number of cars and display of toy cars as well. Our club went down to this last year as a group and had fun. Several have expressed an interest in going down again this year, the MGB club has it planned for their October event. The event is held at the Lawrence, Kansas 4H Fairgrounds. Several of us plan to meet at the shopping center, 79th and Quivera, around 10:00 A.M. Sunday October 2, to drive in convoy to the show. Registration is free and they give a ribbon to all who enter. There is no judging, and food was available last year - home made pies too! Paul McBride is the one to call if you are interested, so we can schedule a departure. Call Paul if you are interested in going down as a group. His number is (913) 843-3903.

TRivia: The most popular Triumph sport model, according to production figures, was the Spitfire.

MEMBERSHIP REPORT Welcome to David and Betty Werner and to Tom and Mary Shassberger, who are the newest members of K.C.T. The Werners drive a TR-250 and The Shassbergers drive a 1961 TR-3A. Make them feel at home at the next club functions. Also included is a new listing for Craig and Kim Simon, who moved.

Werner, David & Betty
6810 Acuff
Shawnee, Kansas 66216
631-2123

Shassberger, Tom & Mary
7945 Westgate
Lenexa, Kansas 66215
541-1453

Simon, Craig & Kim
2174 N.E. Parvin Rd.
Kansas City, Mo 64116
452-4731

Almost forgot - add Dawna Davis to your roster, right there next to Gary Davis.

The address change for Craig and Kim reminds me that I need to tell all of you that if you move, change phone numbers or even names, to let me know, either directly or through one of the other Board members. The address, of course, is used to mail your newsletter, and hopefully special offers from parts dealers or product literature, such as the Loctite mailing earlier this year. Your phone number is for the calling committee to contact you about events or, in case a change of plans, to let you know a new time or place. As you can see, it is to your advantage to keep your listing in the roster current and correct.

TRivia: The first Triumph vehicles were bicycles, sold in England and exported to much of Europe by Siegfried Bettman, the founder of the company. I wonder if any survive. Would be a startling display at M.A.T.R. III!

TECHNICAL TIPS

(Some of the following information was taken from the 2nd edition of The Triumph Sports Owners Association Handbook.)

TOPS AND TONNEAUS

The convertible top on your Triumph is among the best fitted of its type. If you follow the directions for raising and lowering it according to the manual it will probably outlast the car. However, one or two comments may help.

The top is tightly fitted. If anything, it may stretch a little in use. When the weather is cold, the fabric will be stiff and it becomes very important to make certain to undo all snaps when lowering the top to avoid damage. In TR's with completely removable tops (TR-2/3, TR-4 and Spitfires Mk 1 and 2), button the top completely on before fully raising the framework. Otherwise, the job is twice as difficult.

Tonneau covers are frequently hard to fasten when new or when cold. To stretch the cover a little, warm it, wet the underside and install. Leave the car in the sun or a warm place and place a few pounds of weight in the center of the cover. After the underside has dried, the cover should have stretched enough to make it easier to put on.

Never complain about the operation of a Triumph top until you have lubricated the joints. A couple of drops of oil and a few minutes working the frame up and down, will make the operation so easy that you'll be amazed. New top frames may have some paint in the joints and the oil quickly frees them.

INSTRUMENTS AND ELECTRICAL

1. The required four-way flasher is a dependable accessory. However, early flasher units had a tendency to unplug from the back of the housing. To make it stay put, use some electrical tape to hold it to the housing, or easier, simply spread the legs of the plug slightly so they'll grip the socket more firmly.
2. Occasionally, during assembly, paint will accidentally be applied to the bolts, ground strap and metal areas where the strap attaches. This results in poor grounding and may give all the indications of a weak or dead battery. If you have trouble starting and you are certain your battery is charged, disconnect the battery ground, scrape the paint from the surfaces mentioned above and reconnect. If this was the problem, starting will improve.
3. Very inaccurate readings of the fuel and temperature gauges may be caused by a defective voltage stabilizer.
4. If the temperature gauge reads inaccurately or sometimes not at all, check the small quick-clip connection where the sensing bulb is screwed into the thermostat housing. If this is loose, the gauge will misbehave.

Idle Adjustments — Twin Carbs

Where difficulty is experienced in obtaining reasonably accurate repeatability of hot idling speeds or a "running-on" condition occurs, this will occasionally be found to be due to sticking of the throttle due to the binding of the nylon bushings on the interconnecting linkage in twin carburetor installations.

The binding sometimes comes about due to expansion of the manifold and control linkages when the engine reaches operating temperatures and the condition can usually be rectified by carefully repositioning the carburetors on their flange studs to relieve the tension on the bushings in the hot condition.

Cold Starting

At the introduction of the Stromberg C.D.S.E. type carburetor, difficulty was experienced in some cases of poor starting in colder areas. It was found that a simple adjustment to the carburetors would overcome this problem.

The C.D.S.E. type carburetors are equipped with a choke control limiting device. This control takes the form of a spring loaded plunger which is part of the carburetor starter box cover assembly. The plunger itself is located at the rear of each carburetor adjacent to the air cleaner, and can be easily identified as it is made of brass and has a slotted head with serrated edges.

For summer operation, the plunger should remain with the slotted head in the vertical position. For winter operation the slot should be in the horizontal position, thus allowing a little extra choke movement.

TR-250 Spark Plugs

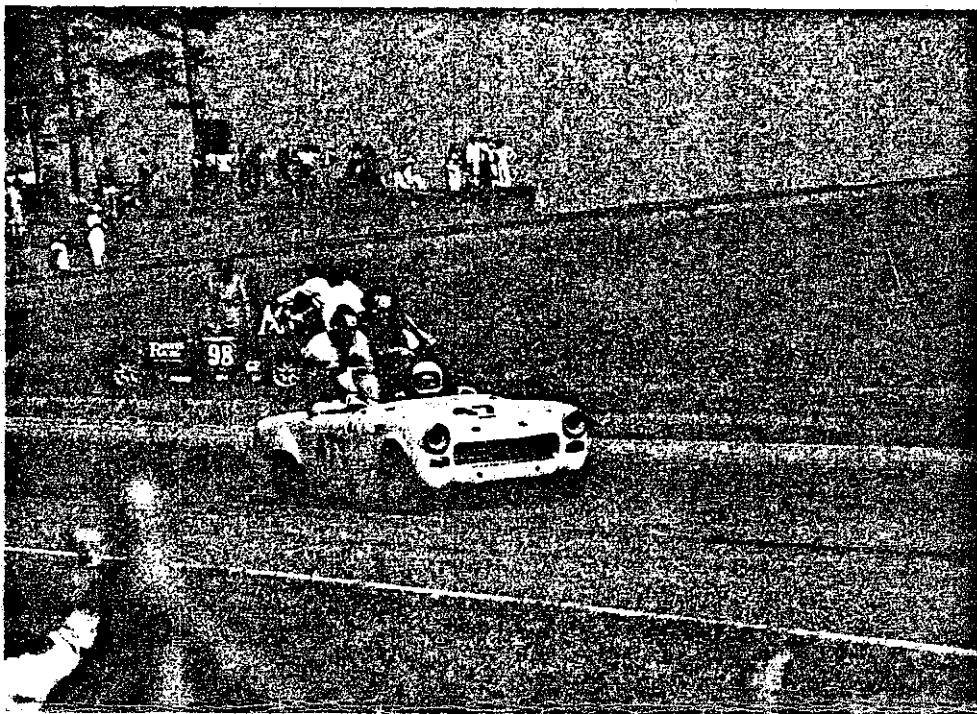
The Haynes Manual for the TR5, 250 and 6 specifies that the proper plug for the TR250, is the Champion UN-12Y, which has been discontinued. I contacted the Champion representative and they recommend as an exact replacement, the N12YC or the resistor version RN12YC. Where do you find these plugs? These plugs are used on many of the new Chrysler products, and are stocked at all Western Auto and such discount sources.

Remember too that the TR250 uses a different plug from that used in the TR5 & 6. For optimum results, you should use the above plugs and not the ones for the TR6. I used the resistor version in my TR250.

WEEKEND RACERS

*daydreams end
when the engines start*

by Christina Westcott



Weekend racers understand Walter Mitty. After a week of earning a living, they cast off their 9-to-5 shackles for some excitement at the wheels of their own race cars.

Is there a bit of James Thurber's Walter Mitty in you? Do you have a secret life, lived only in daydreams spun while you're bogged down in traffic on the freeway? What's your secret alter ego? A jet pilot, mountain climber, jungle explorer, race car driver. . .

"Ah, yes. A racer," you say. "That's my fantasy."

Just a daydream? Perhaps, but thousands of Americans have turned their dreams into high performance reality. They aren't top professional drivers like Mario Andretti or Richard Petty, but people just like you and me—doctors and secretaries, teachers and mechanics. On Friday night, a magical transformation takes place. They leave the 9-to-5 grind, don helmets and driving gloves and become weekend racers in the Sports Car Club of

America's amateur road racing program.

If you're over 18, have a valid driver's license and are in good physical condition, you can stop dreaming about racing and join more than 5,000 drivers competing for fun and trophies on tracks from West Palm Beach, Fla., to Watkins Glen, N.Y., to Riverside, Calif.

Once you've joined SCCA, you'll receive a schedule of events in your area. Along with its races, each region of SCCA organizes several racing workshops each year. You'll have to attend two, log a total of six hours of instructed time in your race car and receive a satisfactory rating from your instructor.

To get your novice permit and log book, you'll need to submit a medical form filled out and signed by your physician, two passport photos and a small fee to your regional licens-

ing official. Anyone under 21 must apply directly to SCCA's national offices in Denver.

Students with no previous racing experience are required to take a written test on the rules of the road, sportsmanship and the meaning of signal flags. When you're on the racetrack, the flags are the only form of communication between you and the course workers.

All the information you'll need for this exam, plus answers to questions on race car modifications, officials, penalties, appeals and licensing, can be found in SCCA's "General Competition Rules," the racer's bible.

Next to a race car, personal safety equipment will be the largest expense, but one you'll not want to scrimp on. Drivers don't wear those patch-decorated coveralls just to look like a racer. That suit could be your best friend in a fire. It's made from a fire-resistant material and is worn over a set of flame-retardant long underwear. Add special flame-retardant gloves, socks and hood, top it off with a full face helmet, and you'll look like you just stepped out of a science fiction film.

In the choice of a car, the sky (and your checkbook) is the limit. A quick look through the classified ads of any racing newspaper will turn up cars priced as low as the one you bought your college-bound offspring or as high as the mortgage on your home. During your first sprints on the track, you want to record hours in your log book, so dependability is more important than speed.

A total of 24 classes is offered by SCCA, one for just about any sports car or sedan ever manufactured, along with groups for the specially built formula and sports racing cars. There is one class where you can bolt a roll bar into your family sports sedan or sports car, add competition seat belts, a fire extinguisher and go racing: Showroom Stock.

To discourage you from bending the rules in this class, any driver who competes in the same race can claim your car, paying the official list price plus \$500. If you can't beat 'em, buy 'em!

As you look around the pits of any SCCA race, you'll notice that it's a family affair. The wife and kids are often pressed into service as pit crew, but this can lead to serious problems. You might find yourself turning into a two-race-car family. Since the majority of racing cars are small, physical strength is not the necessity it is in other forms of racing. Consequently, no other racing series can boast of more women drivers than SCCA. The 1979, class H production national champion was Catherine Kizer of Akron, Ohio, who shares the driving with her husband.

If you become more serious about your racing, SCCA could be the springboard into the professional ranks. The club sponsors several pro series where you can experience the world of big-time racing. But for the most part, SCCA racers are happy with their amateur standings, content to be weekend racers.





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*You are invited to~
Kansas City Triumphs'
Annual Dinner Party
at
Jeremiah Tuttle's
(87th just east of I-435)
Saturday, November 12, 1983
7:00 p.m. Social
7:30 p.m. Dinner
~ \$12.00 per person
R.S.V.P. By November 8
to Richard Peak
6008 Maple
Mission, Ks. 66202
Checks payable to:
Kansas City Triumphs*

DIRECTOR'S NOTE:

As you all know, the 1983 year is coming to a close, and with the falling leaves comes the end of our season. Our last driving event was a great success as you will see in Richard's report. There is, of course, one more event that completes the season and that is the annual dinner. I hope everyone can find the time to attend this really special evening with good friends and fine food. I want to take the opportunity to discuss our events for next year. We have had great success this year in attracting new members, in participation at events and in the general feeling of friendship among the members.

Since 1984 will be my last year as Director and Board Member, I hope to plan a super season and leave the new Director a "tough act to follow". We have completed five years together and I can say without any reservation that we have the very best club in the area and maybe in the country! Please join us at the dinner for a little look back and a look forward to our sixth year. See you on the 12th !!

Enjoy Lifes Little Triumphs,

Gary

PAST EVENTS REPORTS:

ALL BRITISH CAR MEET - SECOND ANNUAL - SEPTEMBER 3rd and 4th, 1983:

This years event was not only a feather in the cap of the committee, but also one for Kansas City Triumphs. We had such good representation in all the activities and the largest showing of Triumphs for the car show on Sunday. Our unofficial count included 65 Triumphs on display and too many members and interested people to count. We have gained about fifteen new members from this years meet, as you will see in this newsletter. A true show of our "we drive our cars" attitude came on Saturday at the Autocross. No less than nine Triumphs competed in the event. The following are the best times recorded by each. Gary Davis' 57-TR3 - 58.038, Craig Simon's 68-TR5 - 58.047, Frank Biondo's 72-GT6 - 58.825, Tom Malsby's 76-Spitfire - 59.027, Don Spiegel's 68-GT6 1:0.048, T.R. Wilson's 62-TR4 - 1:01.339, Joni Wilson - 1:13.209 and Mark Canady 1:03.166. I think that with a little more practice, Joni will catch up with T.R. We hope to see more women drivers out next year. As Sunday afternoon rolled around, the awards presentation time came and there were certainly alot of smiles from our club members. Victoria British gave their Triumph award to Gary Taylor for his "showroom" 76-TR6. If you want to know just what they looked like from the factory, Gary can sure show you. Next came the awards from British Restoration Parts. Their older Triumph award went to Lynn and Susan Metzger for their 60-TR3A and the newer Triumph award went to Bob and Marilyn McBean for their 76-TR6. Congratulations to both ! Not to be outdone, K.C.T. gave out five awards for outstanding cars at the show. First place went to John and Billee Fasnacht for their beautifully restored 60-TR3A. The two second places went to Dick and Peggy Werth's 57-TR3 and John and Gayann Hamilton's 73-Stag. The two third places went to Larry and Linda Birk's 68-TR250 and Denny Moore's 73-Spitfire. We also

gave out three awards for the fastest Triumphs in the Autocross. My personal thanks and the thanks of all the club members goes out to the "troops" who took care of the pavilion all day Saturday and Sunday. The meet could never have been the great success it was without Herb and Wanda Moore. Not only did they furnish two tents, table, chairs, and a great sign for the club, they also took their time to work at the table and supplied the now famous and never to be forgotten "buckets". These were widely known and infamous by the end of the meet. I also want to thank Robyn Cobb for her help and presuasive sales abilities; she sold alot of flags and gave out alot of membership applications. Thanks to everyone who took care of our booth and made both new and old members feel at home. It's this kind of support that makes our club the very best. Everyone had a great weekend and we all look forward to bigger and better for 1984.

Gary Davis

Lawrence Car Show. Although it wasn't a scheduled club function, seven Triumphs and their owners met in the Victoria British parking lot at 79th and Quivera and departed together for the 11th annual Lawrence car show where we reformed and parked together. The show is always enjoyable, probably because of the diversity of interests, cars and people. Although it isn't quite as large as the Spring Shrine Car Show, it is a comfortable event. Since there is no judging as such, it is a friendly group with cars at all levels of perfection and imperfection. Lawrence is a pleasant Triumph drive away, and a trip through the K.U. campus is an added attraction.

Excelsior Springs Tour. Taking the weather we have had lately into consideration, I don't know how we could have picked a prettier day than the one which was given to us for Sunday, October 9. Eleven Triumphs and one Jaguar assembled at mid-morning in the Hoffman-Cortes Contracting Company's parking lot. The weather had a little of fall in it - you know, the perfect type for touring in the Triumph.

We left in a group from downtown Kansas City for a leisurely tour by the scenic route through Liberty, to the historic Elms Hotel in Excelsior Springs. Gary led the pack of twelve and delivered us into Excelsior Springs. After a scenic tour of "downtown Excelsior Springs" we arrived at the Elms for their well known Champagne Brunch.

The Brunch Buffet was fantastic and you could have breakfast, dinner or both - and then there was the dessert buffet table! All of this was topped off with a glass of champagne and then Paul introduced us to "Long Island Ice Tea". No offense to Long Island but the local stuff - namely Herb's "Sorghum Bucket" has them beat. After brunch and a tour of the Elm's Spa, where we almost lost a few to the hot whirlpool tubs, we headed back to the cars where several folks discovered that their seat belts had "shrunk" - the sun no doubt!

Paul took charge, and we headed Northwest, past Kearney and Smithville and then wound over and down to Park College where we toured the campus. After Paul reminisced for a while and Bob McBean drove down the sidewalk to get a picture of his beautiful TR-6 overlooking the river valley, we motored into Parkville to get a coke before the drive back home. It was at this point that the ladies "discovered" a gift store and the trip became a little more expensive than anticipated. Thus completed our final club driving event for the year - a satisfying tour with beautiful weather and all of the cars functioning with no problems.

MATR III SPECIAL NOTICE:

Due to a lack of communication, a few people displaying Triumphs at the Labor Day, All British Car Meet - Mid America Triumph Regional, did not get the MATR III dash plaque to which they were entitled. Hopefully, however, all of the Kansas City Triumphs Club members were aware of the MATR III dash plaque and came over to the K.C. Triumphs booth to get their plaque and say hello as well.

If you were registered and showed a Triumph but did not get a MATR III dash plaque, let me know; I will send you one. If you want additional ones, they are available for \$1.00 each, as are the few remaining MATR I plaques.

ANNUAL "END-OF-THE-SEASON" DINNER PARTY.

The front of the newsletter gives all the details of when and where the dinner will be held, but it doesn't tell the importance of this meeting. Make plans now to attend our one meeting-meeting of the year. The program will be interesting and the food will be good. This is our most important event and meeting of the entire year because it is where we, hopefully, can get your comments on the past year and on what you want for the coming year. This is your chance to help determine the course of your club for the next year.

It's easy to sit back and trust your clubs' fate to the Board of Directors, but we need your input and your enthusiasm to plan the events for the coming year. Come to the November meeting, get involved, and give us your ideas for next year.

We have over 70 members - how many of them have you met? This is an excellent time for those who have not been active in the past, to get acquainted and start participating. For those of you who are new members come on out and meet the old members as well as the other new ones.

NEW MEMBERS

Listed below are our newest members. I hope that I don't miss anyone, and I hope that everyone will welcome these fellow Triumph appreciators at the new years' functions, and if you see them in their Triumph - give them a wave.

Adams, Bruce
414 Jackson
Kansas City, MO 64124
TR3A 1960

Brewer, Richard & Connie
P O Box 1029
Lee's Summit, MO 64063
537-6991
TR3A 1959 TS36640L

Claybaugh, Bob
6751 El Monte
Shawnee Mission, KS 66208
722-4525
TR3A 1959 TS43215

Foster, Kent
8632 W. 90th Street
Overland Park, KS 66212
648-2456
TR4 1965 CT34816L

Flagg, Col. A.T. & Fran
1305 Bitner Terrace
Pittsburg, KS 66762
TR6 1975

Goans, John & Shirley
5919 Northern
Raytown, MO 64133
358-7251
TR4A 1966

Hencke, Andrew
10303 W. 77th #8
Shawnee, KS 66214
268-6043

Koch, Gary & Patti
5109 Delaware
Independence, MO 64055
TR3A 1961 TS75168L

Koch, Jim & Sharon
11000 E. 57th Street
Raytown, MO 64133
358-8496
TR4 1963 CT20636L

Leggaard, David & Janice
Box 486-E
Smithville, MO 64089
816-873-2503
TR3A 1959 TS41491L

Oppliger, Don & Donna
12402 W. 100th Place
Lenexa, KS 66215
888-6898
TR4A 1967 CTC76271

Paris, Sam
9260 Conser, Apt. 2A
Overland Park, KS 66212
341-1062
Spitfire 1979

Platt, Thomas
6435 Sagamore Road
Shawnee Mission, KS 66208
362-2992
TR6 1976

Rusco, Ted & Sue
3954 Ensign Drive
Lee's Summit, MO 64063
537-6471
TR6 1973 CF5080U

Sconzo, Andy & Cindy
12724 W. 100th Street
Lenexa, KS 66215
492-0639
Spitfire 1978 FM74826U

TECHNICAL TIPS

For TR 4A, 250 and 6 owners. An interesting article appeared in the old Start Your Engines Catalog from several years ago.

NOW HERE'S A PROBLEM!

If you don't replace your right front differential mounts (A-501 and A-502), upper and lower on a timely basis you will crack the mount from the frame. We do this job about 50 times a year and everyone is for the same reason. When letting out the clutch you are applying torque to the differential which tends to twist (looking from the rear of the car) clockwise. After the mounts wear you'll get a thud noise for a period of time and then one day you'll pop the clutch a little too quickly and bang, a two hundred dollar plus job. Differential's got to come out and a new bracket and reinforcing piece welded in. We've seen other repairs of this including cutting a 4" x 12" hole in the trunk but when all is said and done the differential must come out for a proper repair. If you continue to let it go it will rip out the frame section directly under the deck section behind the passenger seat necessitating the removal of the interior and cutting out of the seat deck area to get at the top of the frame. If you continue to ignore the noise. - WELL - that will never happen to you. Just remember that when your car talks, listen to it.

Last spring I bought an old TR-250 which was complete but needed (and still does) a lot of work. While checking the rear brakes, I was also checking around the differential, and sure enough the right front mount was broken at the bracket, and also at the upper frame section as well.

I haven't decided how to fix this yet, but I know that I am going to replace the front mounting rubber on my TR-4A. I don't know what is considered a "timely basis" but I don't want to take a chance. The mounting rubber is not too hard to replace, but the repair of a broken mounting bolt or bracket appears to be difficult.

I talked to Rick Torres of Torres Foreign Car, what the fix for my situation was. Rick said that they weld the bracket and reinforce it fairly frequently, so it is evidently a common problem if neglected. Since the differential has to be removed, along with exhaust parts, I imagine that the repair is much more than the rubber bushings - even if you have someone like Rick's shop do the work for you.

TECHNICAL TIPS

(Taken from the 2nd edition of the Triumph Sports Owners Association Handbook)

TR-2/TR-3

Although the last TR-3, the TR-3B, was a 1962 model, there are still a large number of these cars on the road and we feel strongly that their owners deserve to have their cars operating at top level in all departments. Many new TSOA members are the proud owners of used TR-3s and we offer these suggestions to help you enjoy your car. After all, the TR-3 is the basis of Triumph's reputation for sports cars and this tremendously durable two-seater will be with us for years to come.

1. The side curtains can be easily scratched when thrown carelessly in the trunk. Protect them with some old towels or in envelopes made of terry cloth.
2. When travelling, the side curtains need not take up luggage space. Leave them on with the top down and you will have open motoring with less wind buffeting and room for another suitcase.
3. The plastic grip on the hand brake may crack at the base if screwed too tightly. Don't twist it too hard.
4. Wrap the tools and jack in a piece of terry cloth or other soft material before strapping them in the spare tire compartment. Most rear rattles come from loose tools.
5. Don't overfill the battery. This is important on all cars but especially so on the TR as the battery well is over the passenger's feet. Fill until the water is just over the plates . . . that's enough.
6. The TR-3 heater can only be shut off by a valve located on the cylinder head. To avoid unwelcome cockpit heat, turn this off when warm weather starts.
7. Those who race will probably use an electric fuel pump with a coverplate bolted over the opening normally occupied by the mechanical pump. However, if you are running field trials or other events with a mechanical pump, watch out for oil pumping out around the fuel pump body. This is the result of a loosely fitted oil seal retainer and can be corrected by removing the pump and tapping with a ball peen hammer until the seal is firmly seated.
8. SM needles are recommended for all TR-3s.
9. Two most common rattles are from loose pins in the hood hinges and a bird-like squeak from the hood safety catch. Cure the hinge problem

by center-punching the pin or replacing the hinge. Cure the squeak by inserting several thicknesses of tape or a brake cylinder cup in the U-shaped bracket into which the striker pin engages.

10. To avoid cracking the windshield, do *not* use it for a handle when getting in and out of the car. If you remove it for any reason, don't tighten the bolts or Dzus fasteners when you reinstall it. Put the top up *first*, then tighten the windscreen. This will give the screen proper alignment.

11. 5.90/6.00 x 15 tires, used as replacements, will not affect the speedometer reading.

12. TR-3 manuals, particularly early ones, call for single-weight oils to be changed according to season. Triumph now okays the use of 10W-30 or 10W-40 detergent oils for year-round operation. If your manual calls for engine oil to be used in the gearbox, disregard and use 80 or 90 weight hypoid rear end lubricant.

13. The Dot fasteners used at the sides and rear of the TR-3 top and tonneau are relatively rugged and easy to use. Simply lift at the side with the "dot". The Tenax fasteners used at the front of the top are something else. When attaching, place the female section (on the top) over the male peg and make sure it is firmly seated before pressing the button. Never apply the fastener simply by pushing the button as this will damage the locking jaws. Remove only by pulling the button, never by pulling the base. Lubricate lightly with vaseline.

14. Many TR-3s were not equipped with air deflectors inside the grill and some may overheat because of this. These deflectors fill the gap between the inner fender and the radiator, channeling all the air flow through the radiator.

The factory deflectors supplied after 1959 were made of millboard. This may have wrinkled or broken from age and you may want to replace with aluminum according to the following instructions.

First, remove the front bumper guards, the grill and the bumper guard support tubes. Cut two pieces of light aluminum sheet to the height of the inner grill opening and wide enough to reach from just beyond the bumper support tubes to the sides of the radiator core. Allow an extra inch in height and bend a mounting flange at the bottom of each deflector. The flange should face forward and be provided with three holes. Use sheet metal screws through these holes to mount the deflectors directly to the floor of the grill opening. When re-installing the support tubes, secure the outer edge of the deflector to the mount; make sure that the inner edge of the deflector is flush with the side of the radiator and the job is complete.



KANSAS CITY TRIUMPHS

NEWSLETTER

Volume VI Issue 3 January 1984

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

6039 Rockhill Road • Kansas City, Missouri 64110

Editor: Richard Peak

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EDITOR'S NOTE: Thanks to all for Season's Greetings and for the words of encouragement throughout the year. I hope everyone had a pleasant holiday and the man with the red suit filled your stockings with all sorts of Triumph goodies. Unfortunately it was so cold at my house that Santa not only kept my stockings, but was thinking about using my car cover too! This is the time of the year when we should be tidying up or working on the Triumph, but the weather hasn't been very cooperative. Why is it that the most comfortable time for working on the Triumph is also the most enjoyable time for driving.

This newsletter may be larger than usual since it includes the new roster and a few pictures as well. I had great intentions about using pictures, but was pretty lax about taking any black and white pictures during the year. I will try taking some black and white from some of my slides, otherwise that will be a new year's resolution - get my wife Virginia to take a lot of pictures.

I will keep asking for contributions to our newsletter - any articles or pictures or any thing which might be of interest to the rest of us will be appreciated. An excellent example is the article by Paul Mc Bride on the rebuilding of his engine and tidying up the engine compartment last winter.

I have mentioned this before but it is worth repeating. This is your newsletter and this is your club. I try to include articles in the newsletter that I think will be of interest to you but, without any comments or requests, I run out of ideas. The club is also an excellent place to obtain information, help or parts; and the newsletter is yours for advertising parts to buy or for sale. Among our members exists a great source of knowledge and information. This is from advertising literature, workshop and parts manuals as well as books, periodicals and technical articles. If you have a Triumph problem or question, get in touch with one of your officers and we will find you the answer. Even if you don't have a problem or question - keep in touch.

PAST EVENT REPORT: Jeremiah Tuttle's was again the site of our final event of 1983 as Triumph enthusiasts gathered to dine and celebrate the completion of another busy Triumph season. Before dinner socializing was combined with "dumping" the last of the MATR III goodies and literature for those who wanted it. The Life-Savers candy were a reminder from the Shawnee Mission Area Council of PTA to buckle-up and use your seat belts - they are "life savers".

The buffet dinner was followed by Gary's slides of the year's activities and a special award to Wanda and Herb Moore (see following article). Gary's musical score accompanying the dinner and slides was lively. For those of you who didn't attend the dinner, a "Little People's" convention or get-together, was being held in the room next to us and their live orchestra was too exuberant. It was a poor scheduling on the part of Jeremiah Tuttle's to have our banquet next to a dance party having a live orchestra. I hope everyone enjoyed the dinner and evening's events in spite of the music.

SPECIAL AWARD: Your Board of Directors (Officers and Past Director) decided that every-once-in-a-while you have members within the club who participate and exemplify the Kansas City Triumph Sports Car Club spirit to such a degree that they need to be recognized. Such a couple is Wanda and Herb Moore.

Herb and Wanda first discovered Kansas City Triumphs in June of 1981 at MATR I. Herb said that he was working on a Triumph, but being from out of town, we figured that they would not make it to many of our functions. How wrong we were! They participate in more functions all the way from Windsor, Missouri than do most of the members from here in the Kansas City Metropolitan area. When I say participate I don't mean that they just go along for the ride, I mean participate in the hard work and the hard play, as well as cheering on those of us who lag behind. Many of the events see both the yellow Triumph and the Volkswagon Bus as well, because they come prepared. They have hosted tours and fed the club members at their home in Windsor the past two years. This past year Herb and Wanda were responsible for getting, setting up and manning (personing ?) the K.C. Triumph Canopy at the All British Car Meet and Mid America Triumph Reg. III. They even made the neat sign which identified our canopy, and lest we forget, they introduced the "bucket" to the world of sports car fans at the meet as well.

It was with pleasure, I'm sure, that Gary Davis, our Director, on behalf of the entire club, presented Wanda and Herb as this years' OUTSTANDING MEMBERS for 1983. They received a framed, engraved picture of several K.C. Triumph cars around the lake in the park at Windsor. The Moore's yellow TR-3A is one of the central cars in an exceptional picture taken by Gary on one of the tours to Windsor. It is an exceptionally good picture and was presented to an exceptional couple. Congratulations Herb and Wanda Moore.

DIRECTOR'S NOTE: Greetings to all members for 1984! I hope everyone has enjoyed the holidays and looks forward to the New Year with enthusiasm. We will be looking for a little different approach this year to the club activities. In the past three years we have been doing less driving than in the first two years and have decided to do more "go" and less "show". There will, of course, be two major shows, the Jaguar Concours and the now famous, All British Car Meet, but we think most members would like to get out on the open road and visit the surrounding areas. We are first of all a car club, sports cars to be exact, and for all their beauty and style they were designed to be enjoyed while driving. I must give a little plug for Triumphs, for in all the miles we have enjoyed together, over the last five years, not one single car has ever failed to make it home. This includes no less than five trips to the Ozarks and thousands of miles around the area. The Board and I hope these afternoon "get-aways" become a regular part of your summer months and you will share with us in the good times and friendships that have made our club the best around. Take a close look at the '84' calendar and mark your appointment book.

Remember - Enjoy life's little Triumphs! Gary Davis

UPCOMING EVENTS: February 19 - Swap Meet. Gather up your spare parts and come on out to Leo Long's new Victoria British location, 8609 Quivera, for a swap meet jointly sponsored by various British Car Association clubs. These are a source of parts and a good chance to visit with other car owners for just plain good fellowship between our members and those of the other clubs.

In addition to the parts offered by the other members of the respective car clubs, Leo says that he is cleaning house in conjunction with moving moving into his new building and will have fantastic bargains. NOS and promotional parts at special (as Leo says "rediculously low") prices.

So, load up the car and come on out to the new Victoria British, 8609 Quivera in Lenexa. For those of you unfamiliar with the area, Quivera is the first street west of 87th and I-35. Victoria British is in the south-most building of the industrial complex just north of 87th, by Glidden Paint. Leo says to go around to the rear because the ramps make it easier to bring things into the Swap Meet area and of course to cart out your purchases. Time is 1:00 - 5:00 PM. Even if you don't want to buy or sell, come on out and talk cars and visit!

MEMBERSHIP ROSTER:

Enclosed with this newsletter is our new membership listing of current members. Two new members are included in this list:

Armie and Robert Jones and Kitty and Norm Taylor.

They are friends of Linda and Larry Birks - at least we hope so because they bought their cars from Larry!

Check your name, address etc., and the commission number. If there are changes needed, please let me know. These items are valuable - the address and telephone number for you, and the commission number for the rest of us. Without your correct address, you won't receive the newsletter and the telephone number is for the calling committee to contact you for special events.

Change the telephone number for TR and Joni Wilson in your new roster ; their new number is 786-9104.

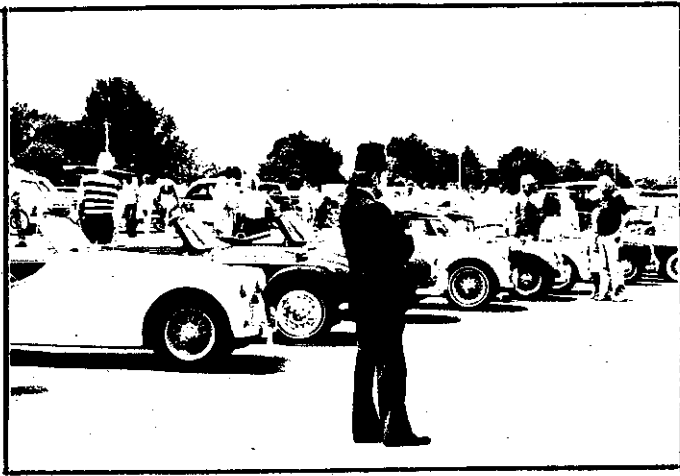
Use the enclosed membership application to sign up a new member!

PROPOSED CALENDAR:

- February 19 - Swap Meet 8609 Quivera 1-5 P.M. (see Upcoming Events)
- March 24 - Get Acquainted Social and Club Meeting (location and time TBA)
This event is still in the planning stage. The details will be announced in the next newsletter. Essentially we are planning a social get-together so that the newer members and the inactive members can get acquainted and involved in the club activities. A short meeting will be held in conjunction with the social. Possibilities along with the social are slides of the Old Triumph club from Rick Torres archives, display of Triumph literature and modes/toy cars. Suggestions are welcome.

One of the main reasons that we are still in the planning stage is that we don't have a location (facility) available unless we rent a clubhouse, hall or something similar. We are also looking for suggestions for this social and for future events too. The plans for this social are that the members will bring a snack to share and any "special Beverages".

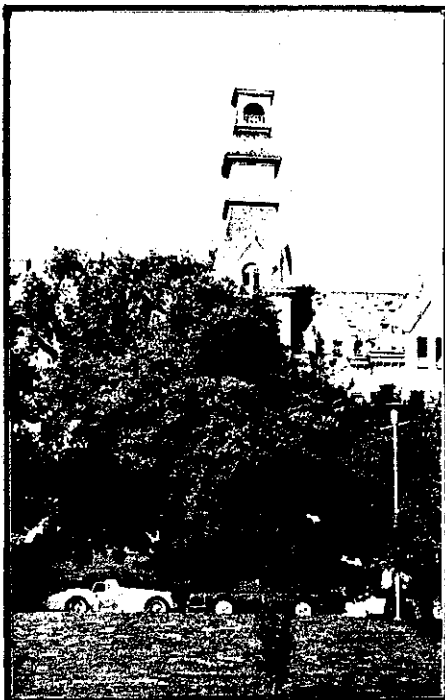
If you can host such an event or know of a place where we can meet, please let TR, Gary or myself know.



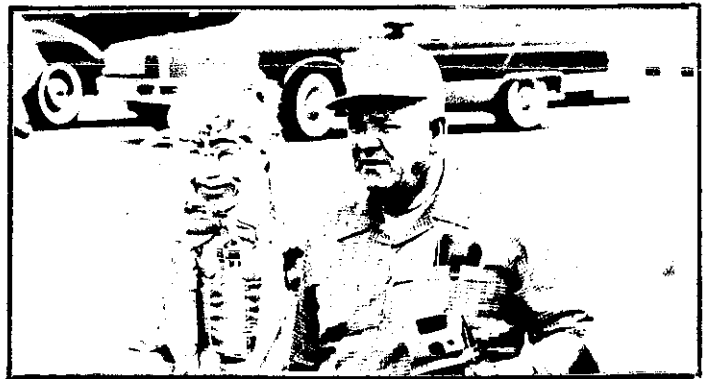
Shrine Show



Herb and friend



Park College

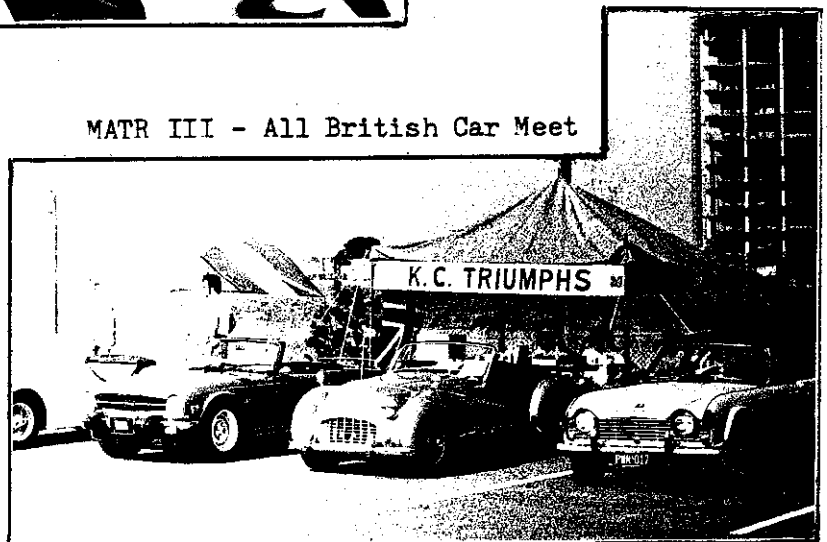


One of those clowns
is my husband!

Assembly for Elms trip



MATR III - All British Car Meet



- April 29 - Spring Tour - Weston Missouri
This is a beautiful spring drive, and short enough to be able to see how the winters' Triumph projects turned out. Our friends in the MGB Club have asked to be included in one of our events and this looks like a good choice. We will take the scenic route. Details in the next newsletter.
- May 20 - Tour and Picnic Herb and Wanda Moore's Windsor, Missouri
This is the picnic which is "Moore" of a banquet at the home of the "Sorghum Buckets" of MATR III fame. Herb and Wanda have always been fantastic hosts and they have invited the entire family. Herb has made plans to roast a "Whole Pig" complete with apple, as well as his traditional Brisket for those "who can't stand looking at a pig in repose". Further details will be included in the next newsletter. Mark this one as a "must go" on your calendar.
- May 26-27 - All English Car Concourse
The Jaguar Memorial Day Concourse has been expanded to include the other British Car Clubs. This is the chance to show and see the "cream of the crop". Each club is responsible for their clubs' event, from entry fees to judging and trophies. We need help for this one for judging as well as the show. Kansas City Triumphs has some of the best cars in the United States and judging upper 90's to 100 point cars gets tough. Call Gary for volunteering to help in any area.

The dinner in conjunction with the Concourse is on Saturday evening the 26th, and the Concourse is on Sunday the 27th.
- June 3 - Shrine Car Show
- June 16-17 - Lake Tour
Two possible alternatives are being considered: 1. Truman Lake, Warsaw, Mo., 2. Lake of the Ozarks, Osage Beach. Another possibility has been discussed and that is to go to Warsaw for the one night (16th) and those wishing to do so could take an extra day and go on to Osage Beach or someplace else at the Lake of the Ozarks for the extra day. The plans are indefinite - let us know your feelings and ideas on the trip.
- July 7-8 - Vintage Sports Car Race
Several have expressed an interest in getting involved with this event as a club. I should be exciting as well as fun. We will have more details in a later newsletter.
- August 19 - Family Picnic and Softball game, Shawnee Mission Park
- September 1-2 - All British Car Meet
We need help for this!! Any one interested in being involved in this event please contact one of the officers. Plans are indefinite and you need to be involved in the planning.

- October 7 - Lawrence Car Show, Lawrence, Kansas
This is not a club function but is fun to get together and go down as a club. The event is free and has interesting cars.
- October x - Fall Tour
This event is in the planning stage and open for suggestions. Possible trip might be to have Brunch at The Elms in Excelsior Springs like we did last year and then go to Fort Osage. We are open to suggestions.
- November x - Annual Dinner - Date and place are still open.
We are looking for a good place to have this event - central Kansas City geographical area preferred. Help us find a good place. As before, suggestions for all aspects of the dinner are welcome.

FOR SALE: TR-3B 1963 White in color, 13,676 miles since motor rebuild. Average condition. Runs, drives, inspected and licensed. Phone (501) 753-4254.
Tom Mertens 3605 Dunkeld Drive North Little Rock, Arkansas 72116

TR-3 ENGINE #20821E REBUILD

Blue smoke! Last September (1982 - All British Car Meet) during the rigors of auto-crossing, my TR-3 was visibly polluting the air. Others had begun to notice, although it was no surprise to me, with 125,000 miles on the clock, 60,000 miles of which I had vigorously administered to the big 4-banger in 12 years of ownership. The engine was the only component of the car I had not restored. It was time for a rebuild. Christmas vacation seemed like a good time for the teardown, so I had 3 months to procrastinate and accumulate parts. The first purchase, a set of Hepolite 86mm pistons and liners, all gaskets and seals, came to a bit over \$400. I was committed now!

Initial teardown consisted of removal of the front cowling (apron), hood, seats, and transmission tunnel. All rather straight forward, since I had taken them off before. I learned previously that it's prudent to tag each individual wire of the harness at their connections beneath the horns. A tremendous amount of time in trial and error upon reassembly is the result of failure to identify each one. I used label tape and numbered each wire in front and behind its' connection. The three large body pieces, seats, glove box, etc., were already relatively clean, and I stored them away carefully in another room off the garage.

I next removed the radiator, carburetors, intake and exhaust manifolds, and clutch slave cylinder to gain necessary clearance for engine and transmission extraction. It's not necessary to break the hydraulic union to the slave cylinder, simply tie the cylinder to the frame so it won't dangle. But keep your feet, and little urchins' feet off the clutch pedal! The water temperature sending unit wouldn't free itself from the thermostat housing, so I removed the housing from the head and laid it intact in the battery well. Failure to do this will cost at least \$50 for a new temperature gauge, as it and the sender are a single unit.

Removal of the rear engine/transmission mount and the fasteners on the front mounts followed. With all fluids drained and all connections between engine/transmission and car removed, it was now time for the big moment. I couldn't help but reflect that this was the first time the engine had been removed from the car since the factory installed it 25 years previously. Silly sentiment perhaps, but part of the fun of old car restoration.

Engine hoists are very convenient, but I made do with a Sears electric winch designed for pickup trucks (12 volt). This was borrowed from Gary Davis, bolted to the overhead beam in the garage and powered by the TR-3 battery. A chain attached to a rear manifold bolt and, in front a waterpump bolt, allowed for adjusting the balance. Hoisting the engine/transmission is a two man job as it's a bit tricky working the angle to clear everything, but it does come out clean. (I found it necessary to remove the fuel pump on a left-hand drive car.)

The engine/transmission unit was placed on a wooden platform that had simple rollers. The sump is quite strong and will support the engine weight. I then removed the transmission/bell housing assembly and noted the broken pin (clutch fork) and poor condition of the clutch shaft bushings and throwout bearing. The clutch itself was in fine condition, as I had renewed it some 25,000 miles before. I replaced the bushings and pin with parts on hand, and found a throwout bearing at the local parts store. It's the same bearing as a Ford pickup, and costs less than half the national vendor's advertised price.

The transmission/clutch assembly was set aside in the rear room and engine disassembly began. I followed the original factory workshop manual procedure and there were no real difficulties. As each piece was removed, it was set aside with the bolts for cleaning. Starter, generator, fuel pump, carburetors, water pump and heater pipe (no need to disassemble), distributor, linkages etc. were cleaned, wire brushed, painted or buffed, and then stored in the other room. Small parts, nuts and bolts, etc., were placed in sandwich bags and labeled. A large table made a good place to lay everything out as it was restored, to be admired, especially when the overall task began to seem awesome, and some encouragement was needed. Since I had decided to take this opportunity (no engine in the way) to paint the engine well and firewall, I wanted everything else by comparison to be quite sanitary, and nothing was spared the clean up, down to the last lockwasher.

Engine disassembly continued with head removal, pushrods, tappets and cam, sump, pistons and rods and finally the crankshaft. It was interesting to note that although the head had been removed sometime during the life of the car, the rest of the engine internals had never been touched. There were some surprises: The top ring on every piston was broken, and yet the engine had been running surprisingly well. All original crank bearings were well worn, but had only mildly worn one journal. The wet liners were of course quite grooved at the top. Cam wear was nominal but the tappets were visibly grooved, and I made a note to purchase new ones. The pushrods were of the older thin type which have a tendency to bend under stressful conditions, so I traded them for a set of thicker ones, courtesy of Rick Torres.

I took the head to a friendly local machine shop whose operator builds and races stock cars, and he suggested a thorough job: Renew all intake valves, guides, and two seats; clean and polish; mill the surface only enough to clean and level. This was decided because the larger pistons and liners alone raise the compression ratio significantly. Cost of parts and labor -- \$140.

It was time to order parts to replace what was obviously needed upon disassembly. They included: fan bushes and sleeves, clutch slave hose, valve tappets, glove box, firewall grommets, small end bushes, cam bearings, timing chain; at a cost of \$135. The sump tray was cracked and loose, and was re-welded.

The only setback of the rebuild occurred when the shop specializing in crankshaft work called to tell me that tests showed my crank was cracked and unusable! I kept telling myself that it was better to know now than later. Gary to the rescue, with an old crank that had been laying around for years which was worn but quite turnable and not cracked. The crank shop turned the rod journals .020 and the mains .010 and fitted Vanderhall bearings all around for a total cost, parts and labor, of \$84.

All that now remained was the block work. Back to the friendly machine shop where the block was boiled, old sleeves knocked out, cam bearings fitted, and rod small ends rebushed and reamed. Cost -- \$68. While that was being done I cleaned all other parts, degreased and sanded the firewall inner fender area, masked and suspended the wiring harness from the ceiling, and primed the area for final coats. Gary sprayed the acrylic enamel and hardener. It dried extremely fast, leaving a beautiful glossy home for the "new" engine. I painted the exhaust manifold with a high temp flat black, and baked it in the oven for 3 hours at 300°. The paint has not burned off in 2,000 miles and looks much better than the factory rust.

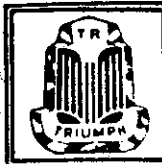
The most enjoyable part was putting it all back together. Everything was very clean and went together beautifully. I used liberal amounts of Lubriplate and Copper Coat. Everything was torqued, wired and adjusted as to specifications in the factory manual. (Beware the Haynes manual -- incorrect head torque and rear seal installation.) I painted the block, head and other engine parts with aerosol cans of black epoxy enamel. Finally the transmission was mated to the glistening engine and pictures were taken. It looked almost too good to hide away in the car.

All of the work had been done at a rather leisurely pace, evenings and weekends when time permitted, and I thoroughly enjoyed it, except for the endless wire brushing. By the way, a large thick 6" wire brush on a bench grinder works very well for most rust and corrosion cleanup. At any rate, April was approaching, and I was anxious to see the car whole again. Gary came by to help and we hoisted the engine/transmission, rolled the sparkling freshly grommetted engine bay underneath and gently, very gently, forced it back in. I say forced because the angle has to be just right and some twisting and pushing is necessary. There was some discussion about removing the rear crossmember, but I held to the theory that what goes up must come down and should in the same fashion. Anyway, it wasn't necessary, and some cursing and a floor jack helped the alignment. Another evening or two and all connections necessary for engine running were completed.

The moment of truth had arrived! I left the spark plugs out and starter spun the engine for what seemed like a long time, but suddenly there was oil pressure and lots of it. Spark plugs were installed, the starter button touched and she fired immediately, running smoothly at a fast idle. That was a moment of real joy and pleasure, although I must admit a mixture of anxiety. However, no knocks, thrashing around, or serious leaks materialized, and I could now proceed with the installation of the front apron, hood, tunnel and seats.

Finally, with some carburetor adjustment, the TR-3 was ready for a test drive. I ran beautifully! I noticed, most of all, a large increase in low speed torque and eventually, after some break-in miles, an eagerness to rev and rev quickly with power all the way up to the redline. With the overdrive 4:1 rear end, low gear is now almost unnecessary. The shakedown cruise to Windsor, Missouri went very well with excellent gas mileage in the mid-thirties. Total cost of the rebuild -- \$959.00 (includes parts, machine shop labor, firewall restoration, paint, etc.)

Now, some 2,000 miles later, I no longer check the oil pressure and water temperature gauges every 10 seconds, my ear listens more to the radio or passenger than the engine, and in short, I have confidence in the rebuild. Put a Triumph in your day!



KANSAS CITY TRIUMPHS

NEWSLETTER
Volume VI Issue 4 March 1984
A Local Chapter of V.T.R./T.S.O.A.
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EDITOR'S NOTE: I apologize for the typographical errors in the last (January) issue of the newsletter. The board met late and in the rush to get the newsletter finished and in the mail, my typing skills combined with my lack of proof-reading, produced several mistakes. The most serious one of the mistakes was pointed out -- by my wife in reference to the Vintage Sports Car Race. She says that I am not allowed to state that "I should be exciting as well as fun", so she says to change that to "It should", with reference to the race. Maybe I am just hinting for some of you to send in articles for the newsletter!

The last issue was larger than I had intended, but once I got past the 20¢ postage stage, I decided to include several things I had been intending to include for a long time. I originally planned to print Paul's article about rebuilding his engine as a multi-part article continuing to later newsletters, but after reading it, I thought that it was so interesting and helpful to someone rebuilding an engine, that I had to include the whole article. Most of our newsletters will be smaller than the last, however, if someone sends me good articles like Paul's, or something else that needs to be included, we'll have another "chubby" issue.

The membership application was to be used for recruiting a new member. If you need more, let me know. The K.C. Triumphs decal was for your Triumph as a Christmas present. It is good advertising, and it is also good to keep some other Triumph enthusiast from recruiting you to join the club or leaving an application on your car. Additional decals for anyone wanting them, are available for 50¢ apiece.

One last note about errors - T.R. and Joni Wilson's Telephone should be 796-9104.

PAST EVENT REPORT: Sunday, February 19 was the date when the K.C. Triumphs, the MGA and MGB clubs and the Austin Healey clubs got together at Leo Long's new Victoria British location. The event was billed as a "Swap" meet, but this attendee saw more talk than swap as the weather turned colder to remind us that winter hadn't given up yet despite several top-down days. It was good to renew friendships delayed by the colder weather, and to visit in anticipation of warmer weather.

Attendees bought and sold items at the swap meet, don't get me wrong, but the best bet for swap or shop is your own newsletter. You can reach all of the member of the club and you can either buy or sell. The best part is it is free for all members, and Leo, if you have any special bargains or bin cleaners, all of us enjoy a bargain.

DIRECTOR'S NOTES:

I am sure that many of you are in the same position I am about being ready for the first driving event of the year. The Triumph is still sitting there just like it was last fall and still needing the same things repaired. This does bring up a point of concern I have about my car. If anyone has a GOOD gas tank for a TR3, please let me know. This one has been through three repairs and continues to cause problems. Speaking of gas tanks, I do have an excellent TR4-TR4A tank if anyone needs one.

Back to the point, which concerns getting ready for the Weston Tour in April. There are always a hundred things that could be repaired, but the best advise on a Triumph is "if its not broken, leave it alone". Take care of the most important items like changing the oil and filter, check brake and clutch fluids, check tires and air, coolant, battery posts and maybe a quick check on spark plugs and distributor. With these items resolved, a good wash and interior clean makes the old TR feel like a new one. Your two hour check up will give renewed confidence and just for an added guarantee, always carry a tool box. The odds are that 99 times out of 100, it will not be needed if its in the car.

The March party is one of the best times to get to know other club members. No driving, no schedules, no weather concerns, just relax and trade stories, talk Triumphs or whatever and enjoy the company. See you at Rick's and be ready for Weston and the call of - "WHEELS UP"!

Gary L. Davis

UPCOMING EVENTS: March 24 is Party Time to start off the season.

Location: Rick Torres Rec Room
7301 West 89th Street
Overland Park, Kansas

Time 7:30 p.m. BYOB and a snack to share.

The club is acquiring a video cassette containing about 4 hours of historic Triumph movies. The films are mainly from the 1950's and early 60's featuring early Triumph successes in the 24 hours of Le Mans and various European rallies. Hopefully we will have them in time for selective viewing at the party - not the whole evening.

April 29 is our first Spring Tour. A combined tour of the K.C. Triumphs and the MGB Club to Leavenworth, Kansas and Weston, Missouri via the "scenic" route. This one is being planned by Paul McBride (the route) so you know it will be "scenic".

We will meet at the Firestone service building (formerly the Pennie's Auto) in the Indian Springs shopping center, at I-635 & US 24 (State Ave.) in Kansas City, Kansas. We hope to leave by 11:00 a.m. and motor to Leavenworth by way of Paul's scenic route. We plan to eat in Leavenworth and then wander on over to picturesque Weston, Missouri - the home of the tobacco auctions and the McCormick Distillery and ante-bellum houses.

The trip is loose and leisurely so that everyone can test out any winter restoration projects or rebuilds. This is the first driving event of the new year and the invitation is out to come on and start the year off right!

PROPOSED CALENDAR:

- March 24 - Party (see upcoming events) Rick Torres 7:30
7301 West 89th Overland Park
- April 29 - Spring tour (also see upcoming events)
11:00 Indian Springs Shopping Center Firestone Service
- May 20 - Tour and Picnic Herb and Wanda Moore's Windsor, Missouri.
This is the picnic which is "Moore" of a banquet at the home
of the "Sorghum Buckets" of MATR III fame. Herb and Wanda
have always been fantastic hosts and they have invited the
entire family. Herb has made plans to roast a "Whole Pig"
complete with apple, as well as his traditional Brisket for
those "who can't stand looking at a pig in repose". Further
details will be included in the next newsletter. Mark this
one as a "must go" on your calendar.
- May 26-27 - All English Car Concourse
The Jaguar Memorial Day Concourse has been expanded to
include the other British Car Clubs. This is the chance to
show and see the "cream of the crop". Each club is respon-
sible for their clubs' event, from entry fees to judging and
trophies. We need help for this one for judging as well as
the show. Kansas City Triumphs has some of the best cars in
the United States and judging upper 90's to 100 point cars
gets tough. Call Gary for volunteering to help in any area.
- The dinner in conjunction with the Concourse is on Saturday
evening the 26th, and the Concourse is on Sunday the 27th.
- June 3 - Shrine Car Show
- June 16-17 - Lake Tour
Two possible alternatives are being considered: 1. Truman
Lake, Warsaw, Mo., 2. Lake of the Ozarks, Osage Beach. Ano-
ther possibility has been discussed and that is to go to
Warsaw for the one night (16th) and those wishing to do so
could take an extra day and go on to Osage Beach or some-
place else at the Lake of the Ozarks for the extra day. The
plans are indefinite - let us know your feelings and ideas on
the trip.
- July 7-8 - Vintage Sports Car Race
Several have expressed an interest in getting involved with
this event as a club. It should be exciting as well as fun.
We will have more details in a later newsletter.
- August 19 - Family Picnic and Softball game, Shawnee Mission Park
- September 1-2 - All British Car Meet
We need help for this!! Any one interested in being involved
in this event please contact one of the officers. Plans are
indefinite and you need to be involved in the planning.

- October 7 - Lawrence Car Show, Lawrence, Kansas
This is not a club function but is fun to get together and go down as a club. The event is free and has interesting cars.
- October x - Fall Tour
This event is in the planning stage and open for suggestions. Possible trip might be to have Brunch at The Elms in Excelsior Springs like we did last year and then go to Fort Osage. We are open to suggestions.
- November x - Annual Dinner - Date and place are still open.
We are looking for a good place to have this event - central Kansas City geographical area preferred. Help us find a good place. As before, suggestions for all aspects of the dinner are welcome.

ALL ENGLISH CAR CONCOURSE:

For you Triumph fans with the really super condition cars, mark Sunday May 27 on your calendar. This is the date of the All English Car (formerly the Jaguar) Concourse. Entry fee will be \$15.00, and everyone entering will receive a dash plaque as well as a shot at a trophy.

Triumphs will be competing within class of Triumphs, and judging will be the 400 point Judging form from the Vintage Triumph Register organization, of which our club is a member.

MEMBERSHIP ROSTER:

Please welcome our newest member Mr. Robert Pfeiffer
4410 Jarboe #13
Kansas City, Mo. 64111
phone 931 5004

Please add Robert's name to the roster, and when you see him and his 1969 GT6+, welcome him to the club.

CLASSIC ENGINES - FAMOUS 4

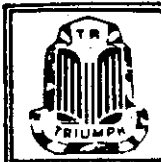
The February 1984 issue of Thoroughbred & Classic Car magazine has an article of the above title, written by Graham Robson, devoted to the Standard-Triumph's 4-cylinder wet-liner engine. The article is quite complimentary of the engine, and gives a little history besides. Also featured is a color cutaway of the TR-2 engine.

I thought it was an interesting article in an interesting magazine. Nothing really new but still interesting if you don't have all the Triumph books in your library. For those of you who aren't familiar with the magazine, it is a British publication - hence the latest is the February issue. The magazine is interesting reading and naturally very British. I found my copy at the B. Dalton Book store in the Ward Parkway shopping center. The US price is \$3.

K.C. TRIUMPHS GENERAL STORE:

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

Dash plaques from M.A.T.R. I & III	\$1.00
Sports car caps with our logo. Blue or white	4.00
Jacket patches - 3"	2.50
Windshield decals - 3"	.50



KANSAS CITY TRIUMPHS

NEWSLETTER

Volume VI Issue 5 May 1984

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

6039 Rockhill Road • Kansas City, Missouri 64110

Editor: Richard Peak

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(913) 236-7069

EDITORS NOTES:

My thanks to Joni Wilson for the articles which she sent for inclusion in later issues of the newsletter. I will include them as I have room.

I hope all of you received a free copy of Sports & GT Market.- I sent them a copy of our January roster. This is a good paper (magazine ?) to which I have subscribed for a couple of years. They are pro-British and seem to show and mention Triumphs frequently. They have excellent tastes in articles - Paul McBride's article on the engine rebuild from our newsletter (Jan. 84) is to be a feature along with some pictures I took at Rick's shop to illustrate the article. Remember, you read it here first! John Twist from University Motors in Michigan, who also writes for the paper, was the man who presented the tech sessions for the first All British Car Meet.

The upcoming Folly Classic Vintage Grand Prix is expected to be an enjoyable event, however, events like this don't just happen, they take a great deal of planning and good old hard work. The plans have been made, but they still need volunteers to help with the work. Several things need to be done. Some of these like transporting (loading on truck) used tires, is being done on Saturdays and they need more help. Other things, like fence marshals, are not needed until the days of the races, and they need help with these too. If you can volunteer for either of these efforts, give Gary Davis a call; he is coordinating our effort for this event.

While talking about upcoming events, I guess I should mention our club's commitment to this year's 3rd Annual All British Car Meet which will take place September 2, the Sunday of Labor Day week-end. We are doing the meet brochure announcement and registration form, the dash plaques and any club award trophies (plaques) needed, and are currently the persons responsible for the party Saturday night before the meet. The first two items are being planned, while the party is still being discussed by the entire All British Car Meet Committee.

One final item, which may be the most important thing in this entire month's newsletter, concerns the possible elimination of leaded gasoline. The Environmental Protection Agency is attempting to eliminate leaded gasoline in the near future, and experts say that unleaded gasoline will ruin our engines in a very short time. It seems that too many motorists are using leaded gas in their modern cars that are equipped for use of unleaded gas. The over per gallon price of leaded gas is a serious temptation and is causing the problem. It might help our cause if each of you send a letter to:

U.S. Environmental Protection Agency
401 M Street SW
Washington, D.C. 20460

and to one of the below:

Missouri Residents:

Thomas Eagleton and/or John Danforth
Senate Office Building
Washington, D.C. 20510

Kansas Residents:

Robert Dole and/or Nancy Kassebaum
Senate Office Building
Washington, D.C. 20510

DIRECTOR'S NOTE:

Believe it, or not! Spring may finally be here and it is again time to bring the old Triumph out into the beautiful sunshine. The question now becomes, "Where do we head for on this wonderful day?" Well--we have the answer here in our newsletter. Every month from now until October we have the location, the date, the time and hopefully good weather scheduled for you. Our desire is that yourself, your family and even your TR is ready, and will join us in the various activities of our sixth season together. As always we invite spouses, friends, family, children and anyone to come along. The family sedan is always welcome if space is a problem, or the TR is out of service. Please join us for the Windsor tour!

A very special event this year is the first -- but not the last, Folly Classic Vintage Grand Prix. This is the most exciting motor sport event ever held in Kansas City. The promoters of the race are first class, and I hope many of you attend the volunteer meeting. You will see a fabulous display of vintage race machinery in action! This is not an autocross, but a full blown race thru the streets of downtown, around the Liberty Memorial. Not only is there the excitement of the race, but the proceeds benefit the Folly Theater. Tickets go on sale May 1 at the Folly box-office, 474-4444. Race dates Saturday and Sunday - July 7 & 8. Get ready for a real "Classic", the Folly Classic.

Gary L. Davis

PAST EVENTS REPORT:

START OFF THE SEASON PARTY - March 24 was the date of our spring party at Rick Torres. It again was the time to renew old acquaintances and make new friends. The party sort of wandered around because the goodies and refreshments were in the basement rec-room, but we received our copy of the videotape containing approximately 4 hours of historic Triumph movies. These ran most of the evening and people drifted in and out. I would like to see the whole tape - maybe another time!

Our thanks to Rick for opening up his home to us - he was a gracious host, as always. Our thanks also, to those who brought goodies to share and to those who just came out to make the evening more enjoyable.

SPRING TOUR - April 29 This event might better be called the spring international rain rally and tour, since we had almost as many non-British as we had British cars participating in the soggy trip.

Paul McBride planned the event, and as always he provided the scenic route up around Wyandotte County lake and then north to historic Leavenworth, Kansas, where we took the tour of the Leavenworth County Historical Society Museum. Paul had made special arrangements with them to open early for our group. For those of you who didn't make the trip and who enjoy historical places, this one is worth the trip and it is a pleasant drive.

Across the bridge from Leavenworth, we entered Missouri, whence our procession wound through the tobacco country, past the McCormick Distillery and the apple orchards, into the interesting town of Weston, Missouri. After dinner, everyone scattered to the antique shops which abound, and to the Flea Market which was being held in one of the tobacco auction buildings. We re-grouped at four with the sun shining and went up the hill to the Catholic church overlooking the town for a little bit more history, before heading off by way of the "scenic" route to Parkville and then home.

I called this the spring international tour because our friends in the MGB club joined us for our drive in the rain. The procession included Buicks, a Volvo, a Datsun, as well as MGB's and Triumphs. Only Paul and David Francis were adventurous enough to drive their Triumphs. Maybe if we tried a tour in the middle of the week it wouldn't rain!

Our thanks to Paul for a well planned tour and a fun drive, with something for everyone. The "scenic" routes are enjoyable and fun to drive in the Triumph and other sports cars, even though Virginia says that if these are scenic routes, why don't we drive so she can see them. I will have to admit that sometimes the "scenics" go by pretty rapidly.

I hope that this tour will tell those of you that didn't go, that you don't have to drive the Triumph to go and have fun on one of these tours. You may not have as much fun without the Triumph, but some fun is better than none.

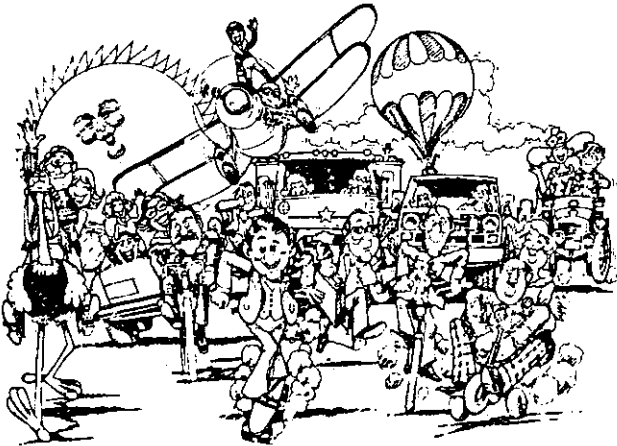
UPCOMING EVENTS:

May 20 - Triumph TRIP TO WINDSOR, Missouri (Herb & Wanda Moore's)

Mark May 20 on your Triumph calendar as a must-go date. Herb and Wanda have again invited us to join them and partake of their hospitality. This year's feature is to be a roasted whole pig complete with apple, as well as the traditional brisket for those who "can't stand looking at a pig in repose". Herb and Wanda have always been fantastic hosts and they have invited the entire family.

Wanda will make a dishpan of potato salad, cole slaw as well as her French bread and home-made apple sauce. Soda pop and cake for desert. (I dare anyone to try typing that before dinner.) Bring a covered dish to share and a decent appetite for a good old time back-yard picnic.

Meet at 10:30 at Bannister Mall (95th & Hillcrest) in the southeast corner, so we can motor down together. As always, a Triumph is more fun but not required. (See picture at left.)



May 27 - HEART OF AMERICA ENGLISH CONCOURSE

The Concours d'Elegance - The term is French and means Parade of Elegance in spite of being described as the process whereby all the dirt on a car is transferred to the hands of it's owner.

Concouring had it's unlikely start in the 1920's and 30's when cars served merely as classy props for the creations of Paris' haute couturiers. It wasn't long, however, before the cars were the big draw, and the affairs became fashion shows for beautiful automobiles. The term now is applied to competitive shows of perfectly restored classic and antique cars.

On Memorial day, the Doubletree Hotel will again be the site of the only area Concourse for British automobiles. In years past, this was the Jaguar Concourse with other automobiles of British and other national origins present. This is still the Jaguar Concourse, and they are the Concourse "experts". The difference is that this year, the show is limited to the British Automobiles.

For those of you who plan to show, this is the place to do it seriously. The All British Car Meet on Labor Day is a display of the British Cars, but this is the competitive, judged Concours d' Elegance. For those of you who don't plan to show, this is the place to see the cream of the crop of British Automobiles. This is also the place to try out that new camera and lens, but don't forget to bring along the polarizing filter. The cars at a concourse reflect the sunlight so much that the filter is almost a necessity to eliminate glare and show the detail and color.

I hope that those of you with the really nice Triumphs will show them. For the prestige of the club, we need a lot of cars out there, so those of you with the show cars please represent Kansas City Triumphs at this show. A trophy from this show is certainly an enviable possession!

If the Jaguar flyer telling about the show hasn't been received by the time we print this newsletter, I will enclose what information I can on a separate sheet. They have had printing problems.

June 3 - SHRINE CAR SHOW, Blue Ridge Mall

This is the Annual Associated Antique Car Clubs of Kansas City (of which we are members)/Ararat Shrine Benefit Antique Car Show. The show is from 10:00 A.M. to 5:00 P.M. at the Blue Ridge Mall, KC Mo. (I-70 at 40 highway). Meet by 9:00 A.M. at the East side, so we can go in and park together as a club. The ACC has asked that we do not have "for sale" signs on the cars. The show will be inside the covered parking area in case of bad weather. Tickets are \$2.00; however, entry is free if you display your automobile. Proceeds from this show go to the Shriner's Hospitals for crippled and burned children. The show is a worthwhile cause, good publicity for the club and a whole lot of fun too!

June 6 - SHORE - MICHELIN Tech Session

The Shore Tire Company and the Michelin Tire representative, Steve Harris, are planning an open house of the Shore Tire Company and their new High Performance Tire Center at 9300 Marshall Drive in Lenexa, Kansas. This is just west of I-35. They will be demonstrating some of their exotic new equipment and telling about the "White Glove" treatment. The most interesting thing, however, will be the presentation by the Michelin representative. He has a movie from ground level showing the actions of a tire at different cornering conditions. I haven't been to one of the Michelin sessions, but I have heard that it is excellent. Michelin will also have goodies and such, as well as any prizes given by Shore Tire. Time will be 7:30, Wednesday, June 6, at the Shore Tire Building. Any additional information will be passed on by the calling committee. We have invited some of the other Car clubs, so come early to get a good seat and the gifts.

June 16-17 - ANNUAL LAKE OF THE OZARKS TOUR, Osage Beach

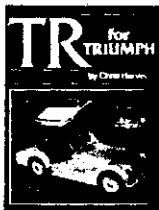
This year's tour will again be to Osage Beach, where we have made arrangements to stay at the Town and Country Motel. This is the same as last year. The price for a double is \$36.00 per night. I need to know if you are going by May 18, and I need your check for the room by May 22, so we can confirm the rooms and send in the money. Several are talking about staying a second day to make it a more relaxing trip. The motel says that reservations for Sunday night (second night) can easily be made, so unless you are certain about the second night, you don't need to send me the money for it by the 22nd. If you have any need to call the motel, the telephone number is (314) 348-5677.

For those going on the tour, meet at Bannister Mall (SE corner) by 8:00 A.M. on Saturday morning. Departure will be shortly after 8:15 A.M. to arrive at Osage Beach for lunch.

PROPOSED CALENDAR:

May 19	Von Reece Collector Car Auction South Bartle Hall - Kansas City, Mo.
May 20	Tour and picnic--Windsor, Missouri (see upcoming events)
May 26-27	Heart of America English Concourse (see upcoming events)
June 3	Shrine Car Show (see upcoming events)
June 6	Michelin/Shore Tire tech session (see upcoming events).
June 16-17	Annual Lake of The Ozarks Tour (see upcoming events)
July 7-8	Folly Classic Vintage Grand Prix
July 22	Swim party, Bob and Esther White
August 19	Family Picnic and softball game in Shawnee Mission Park
September 1-2	3RD Annual All British Car Meet
October 7	AACA Lawrence Car Show, Douglas County Fairgrounds
October x	Fall Tour
November x	Annual Dinner

BOOK REVIEW: I imagine you have seen this book advertised, since it is on Triumphs, and have wondered what it is like. Fellow TR fans, I bought the book and asked Paul McBride to review it for us. As an added little feature, last month's issue of the English magazine, *Thoroughbred & Classic Cars* also reviewed the book. So - from two different reviewers - here are the opinions.



TR for Triumph

by Chris Harvey, published by the Haynes Publishing Group, Sparkford, Yeovil, Somerset BA22 7JJ. Price £14.95

Anyone who buys up the available books on a particular range of cars, collects a range of photographs and has the ability to write a new version of the old story can produce a book like this. Chris Harvey's glossy series of model histories, for Haynes, has always followed the same pattern, and *TR for Triumph* is no exception.

For £14.95, in a very glossy format with some fine colour photographs in the centrefold, the reader is offered little more than a re-hash of existing material. Harvey is quite unashamed about this, even to the point of lifting anecdotes from the other books, though it is perhaps significant that he neither mentions the books nor their authors in his acknowledgements. On the same page, Harvey thanks his publishers for "waiting patiently for a book that took a lot longer to prepare than I ever imagined." We can't possibly understand why. Still, as we said in reviewing an earlier book in this series, we suppose it all makes commercial sense. . . . **AAGR**

Richard asked me to write a review of this latest Triumph tome available from Classic Motorbooks for \$29.95. It is limited strictly to the Triumph TR series models 1-8 and their derivatives, but is not unique in that respect as Robson's book, *The Triumph TR's*, covers the same ground.

I liked the layout: a capsulated history in chapter 1 with succeeding chapters covering more detail of each number series. There are chapters on contemporary road tester's reports, competition, strengths and weaknesses, and common problems.

Photos range from previously unpublished factory shots, to English and American publicity glossies, to less valuable color pictures of present day English restorations. A few are intriguing: stylist Belgrove's retouching of a TR2 photo to TR3 grill specifications; TR3 body shell being lowered to its chassis; apparent factory jump-seats (2) in the back of a TR3. However, most photos are inferior to the Robson book.

The text, while well written, offers little that is new and is in the main, a re-hash of the TR history which has been well documented in the Robson and Langworth books. On the plus side, the Swallow Doretti and Dove (TR derivatives) are covered in more depth than elsewhere.

If you are a TR fanatic and desire all available documentation as I do, this book will be a necessary addition to your motoring library.

Paul M. McBride

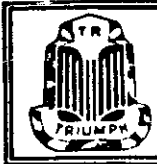


THE NORTH AMERICAN TRIUMPH CHALLENGE IX AND 1984 VINTAGE TRIUMPH REGISTER NATIONAL CONVENTION

AUGUST 16th - AUGUST 19th
AT THE NORTHFIELD HILTON, TROY, MI
CONVENIENTLY LOCATED NEAR INTERSTATE 75,
15 MILES NORTH OF DETROIT

All VTR members will receive a full information brochure with the March-April issue of *The English Channel*. Non-members can receive information by contacting:

Sandy Bragman
1588 Oakcrest
Troy, MI 48064
Phone: (313) 524-2155



KANSAS CITY TRIUMPHS

NEWSLETTER
Volume VI Issue 6 July 1984
A Local Chapter of V.T.R./T.S.O.A.
6039 Rockhill Road • Kansas City, Missouri 64110

Editor: Richard Peak

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DIRECTOR'S NOTE:

I think we should designate 1984 as the "Year of Thor", the god of rain. We certainly hope that none of our members have suffered damage due to flooding. Somehow, rain and Triumphs have never been a good mix even though the British should know everything about the problem.

This year could be called the year of the car shows. Our original idea for the club was to have one event per month during the decent weather months. As you have noticed, we now show two or three events per month and there have been others not even listed. To date we have been contacted about six (6) parades and ten (10) car shows for this year. It seems everyone wants to draw the general public with a display of special interest automobiles.

I want to emphasize the Board of Director's position about these shows. The events of greatest importance to us are our own club events. These are for our members, sponsored by our club, and scheduled once per month. The only car display we include as a club event is the All British Car Meet. We have several members who devote their time to this show and Paul McBride and Leo Long were the Chairmen for the first two years.

All the other car shows, displays and outside functions are offered as information for your consideration. I hope you will always give priority to club functions, but also participate in shows such as the Shrine Car Show, the Jaguar Concours and the Folly Classic. These are for good causes and can be a lot of fun for the whole family.

Let's hope for some dry weather as we reach the mid-point of the season. I would like to see long rows of Triumphs at the Folly Classic and All British Meet.

Enjoy life's little Triumphs,

Gary L. Davis
Director

PAST EVENTS REPORT:

WINDSOR, MISSOURI TRIP TO THE MOORE'S - Sunday, May 20, started off cool and overcast, and may have scared off a few, but it turned out to be a perfect driving day. Although it looked like we might get rained on a time or two, we didn't, and a cooler day is so much more comfortable in a Triumph than the real scorches of mid-summer. I lost my count of the cars that left Bannister Mall, but I do know that over forty members and their families were at the Moore's in Windsor to partake of a "good, old-time backyard picnic", the likes of which I have only heard about before. There was a roasted whole pig, brisket, and so many side dishes that it was unfair to those of us who can't decide what looks the best, not to mention those of us who have to try a bit of everything. Besides the other deserts, we had a large, decorated Triumph cake and Triumph cookies (made by Chris Smith). These cookies were individually cut out and decorated in the size and shape of the "open book" hood badge of the early TR's prior to the TR 4A. It was almost a crime to eat them, but I forced myself!

As always, Herb and Wanda were the perfect host and hostess, and again we thank them for having such an event.

HEART OF AMERICA ENGLISH CONCOURSE - May 27, Wow, did it rain! The Jaguar show chairman told those of us who were judging that if it rained, they just went out between showers and did the judging. Those of you who were there know that there weren't any in-betweens, and those weren't just showers at the Doubletree on Memorial Day. They finally started judging the Jag's in the hall, driving them in one at a time. The light was poor, but at least it was dry. We took the Triumphs across the street to a drive-in financial institution where we were under cover. In spite of the rain, the Jag people managed to put on a class act as always.

Our congratulations to Rob White, who won the first place trophy in the early Triumph class for his beautiful white TR 3B. In the later Triumph class, first place went to Larry and Linda Birks with their red TR 250 and second place to Kent Foster for his red TR 4. The pewter plates were beautiful trophies and were worth the effort, even though I heard the Birks' comment that they must have been crazy to get out on a day like that!

SHORE TIRE-MICHELIN TECH SESSION - June 6 - We were joined by our friends from the other British Car Clubs at the new Shore Tire facility in Lenexa for a barbecue meal and tour of the Shore Tire Company. It was a pleasant surprise to go in and see Herb's TR 3A up on their electronic alignment machine. They also demonstrated their new tire changing machine, which is truly amazing to see in operation. This machine is designed so the bar which installs or separates the tire rests and rides on the machine - not even touching the rim of your tire. This is what you need for wire wheels or mag alloys - no more chipped paint or bent rims.

After feeding us, John Shore introduced Steve Harris, the Michelin representative, who showed a film and explained the new generation of all-weather tires and Michelin's in particular. Mr. Harris passed out booklets explaining tires and their ratings and answered questions. One special item for those of you with Michelin Red-line 185-15 tires. These are not tubeless tires and should not be run without a tube. Running a tube-type tire without a tube can allow the tire to fail because of separation.

Drawings were held and gifts were given out, courtesy of the Michelin Company. Everyone in attendance was given a Michelin insulated cup, as well as being well-fed.

RPP

OZARKS TOUR 1984

This years tour included what may well become the "die hard group". Five Triumphs, 4-TR3's, and 1-TR6 along with one made-in-America constituted this years tour. I call this the "die hard group" because Paul, Rick and I have made six trips now, Herb and Wanda and David and Donnie have made three trips, and Bob and Marilyn have made two tours.

The weather was clear, warm and sunny both days. Many of us now have our first sunburn of this season. The drive down on Saturday morning was beautiful as we toured the winding, two lane roads. A rest stop brought out a new friend who strutted down from his house to see us. George was his name, and a real friendly sort even though he did ruffle his feathers alot. Wanda proved she could really "talk turkey" which was really helpful since that was George's only language. His owner finally escorted him home and we headed for lunch.

Everyone gathered around the pool after checking in, for more sun and relaxation. Dinner at the Brass Door is always great and a little dancing at Jackson Hole never hurts to work off a big dinner. We again met Frankie Lee, the one man show at Jackson Hole. He remembered us from last year. I don't know if that's good or bad, but he did say to be sure and come back next year.

The rest of the evening and early morning was spent out by the pool. Herb and Wanda again delighted everyone, especially Judy, with their famous buckets. I won't say anymore about them, you must be around and try one for yourself before you'll understand.

Sunday morning everyone ventured out for breakfast. Paul, Judy, Dawna, and I had a distinct experience. There were about eight Hells Angels having breakfast at the Best Western. Sort of gives you a funny feeling, but they seemed rather quiet and stayed to themselves. The drive back seemed long and hot, but there were no problems again this year.

This type of get-a-way weekend is a great pressure release. Next spring, put it on your calendar and enjoy a little vacation "Kansas City Triumphs style".

Gary L. Davis

UPCOMING EVENTS:

July 7-8. Folly Classic Vintage Grand Prix

This isn't a Triumph function but as Gary's note says, it should be fun and worth the effort either as a worker or as a spectator.

HELP! HELP! HELP! HELP! HELP! HELP!

The Folly Classic Vintage Grand Prix, July 7th and 8th will be the largest car related event ever held in the Kansas City area. This race is for real, just take a look at those long rows of blue and white barrels along Main Street.

The Folly needs your help in order to make this the first of a long tradition of races. First we need your car for the display on the Liberty Memorial Mall. The registration form is included with this Newsletter. Not only do you display your car, show off Kansas City Triumphs, get a dash plaque, but you also get four race tickets worth \$30.00. All this for your time and \$7.50.

Second, we need fence marshalls to walk the spectator fence during the race. There is no better spot to see the action. The plan calls for two shifts on Saturday and two on Sunday.

Call Patsy Shawner (384-2646) and give her your name and that your're with Kansas City Triumphs. You can then select which shift you would like and they will give you the additional information.

If you remember Lake Garnett, then get involved with the Folly Classic.

Gary L. Davis

Gary L. Davis

July 22. Swim Party. Once again Bob and Esther White have offered their beautiful pool for our July meeting. This time of year the pool is looking better and better, and by July 22 it should really hit the spot. In case of a sudden cold wave, the pool is heated! There shouldn't be any problem finding their home at 8525 Metcalf, Overland Park, Kansas. 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. We will furnish the soft drinks and ice as well as charming companionship. See you by the pool. Time is 3:00 P.M.

August 19. Family Picnic and Softball Game. A family-style picnic is planned for an easy drive. Shawnee Mission Park, Shelter House No. 5 (by the Marina) at 3:00 Sunday afternoon. Pack up those picnic baskets and kids and let's spend a traditional summer pastime - a Sunday picnic. We plan to play softball after the food, so bring your glove and a lot of enthusiasm. If you can't play, we can use the cheering. Please note that the park does not allow any alcoholic beverages, so please take note of your packaging on your refreshments and plan accordingly. See you and your family on the 19th.

September 1-2. 3rd Annual All British Car Meet. You will be receiving more information on this event, but since the next newsletter will not be out before the Car Meet is history, I thought that I should mention it now. Mark it on your calendar - swap meet and party Saturday with the car show and door prizes on Sunday. Hope to see all of you there - drop by the Triumph Booth and say hello to those who are keeping "house".

EDITOR'S NOTES:

After being on a few tours, and especially the one to Windsor, I feel that a drastic step needs to be taken -- whoever leads the trip must be required to drink two extra cups of coffee before we leave or plan pit stops along the way!

I know that some of you watched the Indy 500, but did you notice that Gordon Johncock left the race early because of electrical problems? You guessed it -- his car used a Lucas Control Box which is a glorified Electronic Ignition. The Prince of Darkness even gets the high rollers.

August 19 is the scheduled date of our annual picnic in Shawnee Mission Park. Traditionally, we have been challenged to a softball game after the picnic by one of/or a combination of the MG Clubs. Folks, we have had fun, but we haven't won the damn game yet! This is the third year, and it surely would be nice to see some of you younger, athletic, softball types out there to help us. This isn't limited to guys, because both teams had girls too last year.

For those of you who are members of V.T.R., of which K.C. Triumphs is an officially chartered chapter, notice the article under restoration on "Fabricating Seat Cushion Springs" in The Vintage Triumph magazine. Remember you read it in your July, 1983 K.C. Triumphs newsletter first.

Although, I haven't received my copy of the latest Sport & GT Market, Paul has advised me that the article on the TR-3 engine rebuild, which he wrote and which we featured in the January, 1984 issue of the newsletter, will appear in the next issue of that publication. It has been spruced up and a few pictures added, but we had it first.

One final note: Every two years, in the fall, we have election of officers, if we can get anyone to run -- otherwise it is arm-twisting time. I don't know what this year will bring in volunteers, but I am running out of steam as secretary/treasurer and also as editor of this newsletter. I am sure that the other officers feel the same at times, and this can be a serious problem with a club like this. There is a need for new, fresh, active, and enthusiastic people with those same type of ideas. Without new ideas, our club will falter and fail. This is probably the greatest single problem encountered with groups such as ours -- where to get the fresh, new enthusiasm a club needs to survive. Think about it and if that fresh new person is you-- let your board know.

RPP

PROPOSED CALENDAR: For the remainder of this year.

- July 7-8 Folly Classic Vintage Grand Prix (See upcoming events)
- ** July 22 Swim Party 3:00 Bob and Esther White's (See upcoming events)
- ** August 19 Family Picnic and Softball in Shawnee Mission Park
- ** September 1-2 3rd Annual All British Car Meet
- October 7 AACA Lawrence Car Show, Douglas County Fairgrounds
- ** October 21 Fall Tour Fort Osage and points of interest in the area.
- ** November 17 Annual Dinner Details in next newsletter.

** Indicates Club function

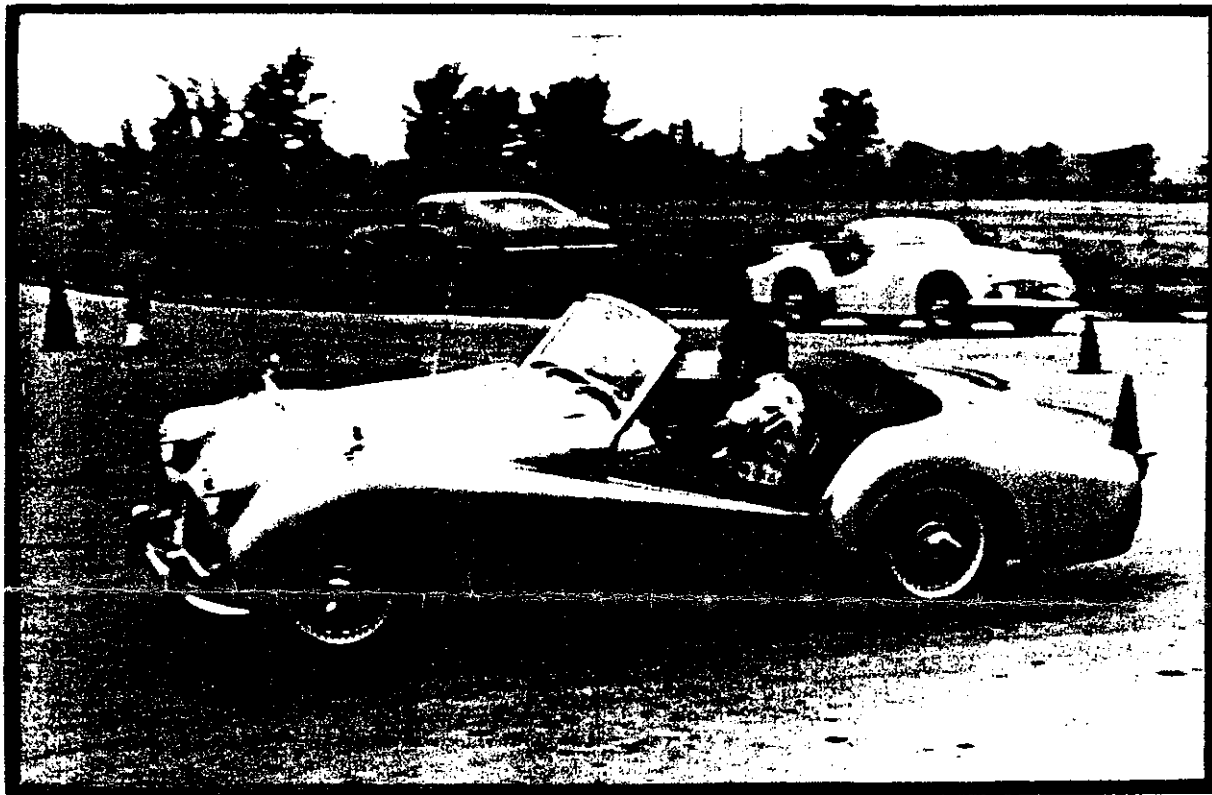
FOR SALE: 1968 TR 250
 Mechanically sound in good condition.
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A FOREIGN LANGUAGE?

MAKE YOUR TRIUMPH A FAMILY AFFAIR AND LEARN A NEW LANGUAGE IN THE PROCESS. ARE THESE IN YOUR VOCABULARY? DONT TRY TO LOOK THEM UP IN AN AMERICAN DICTIONARY, THEY WONT MEAN QUITE THE SAME. SEE HOW MANY OF THESE ITEMS YOU KNOW... THEY ARE ALL PART OF A TRIUMPH.

- | | | |
|---------------------------------|-------------------|-------------------------|
| 1. PETROL TANK | 9. CUBBY BOX | 17. SILL |
| 2. UPPER AND LOWER WISHBONE ARM | 10. SIDE CURTAIN | 18. BLANKING DETAILS |
| 3. PAWL | 11. DOVETAIL | 19. WING PIPING |
| 4. RATCHET | 12. APRON | 20. ESCUTCHEON |
| 5. HEADLIGHT DIPPING SWITCH | 13. NACELLE | 21. DOOR REMOTE CONTROL |
| 6. WINDSCREEN | 14. WING | 22. SURREY |
| 7. BONNET | 15. HOOD STICK | 23. TONNEAU |
| 8. BOOT | 16. SCUTTLE PANEL | |

answers on next page



Paul McBride at play!

1. FUEL TANK
2. PARTS ON FRONT SUSPENSION
3. PART OF HAND BRAKE ASSEMBLY
4. GOES WITH THE PAWL ON THE HANDBRAKE
5. DIMMER
6. WINDSHIELD
7. HOOD
8. TRUNK
9. GLOVE COMPARTMENT
10. REMOVABLE WINDOW DOOR COMBINATION
11. DOOR LOCK
12. FRONT PIECE OF CAR WHERE HEADLIGHTS ARE
13. WHERE THE HEADLIGHT FITS
14. FENDER
15. METAL BARS THAT HOLD SOFT TOP UP
16. PART OF HOOD NEXT TO WINDSHIELD WHERE WIPERS ATTACH
17. SIDE OF BODY FLOORS
18. PLATES OR PLUGS TO COVER HOLES IN CAR
19. METAL TRIM FOR FENDERS ON BODY
20. THE ROUND PART BEHIND THE DOOR HANDLES
21. DOOR OPENER OR HANDLE
22. Type of top having a fixed rear window and removable middle.
23. Cover for the cockpit when it is not in place.

Joni Wilson