

KANSAS CITY TRIUMPHS

NEWSLETTER

Volume VIII Issue 1 September 1985
A Local Chapter of V.T.R./T.S.O.A.
6039 Rockhill Road • Kansas City, Missouri 64110

Editor: Richard Peak (913) 236-7069

Director: Gary Davis (816) 361-0641

EDITOR'S NOTE:

Yes I know that the newsletter is due on the first of September, but if I had published this wonderful chronicle of Triumph news then, you wouldn't get to read about the All British Car Meet until November. It's nice to have an excuse when you're late!

We have the possibility of several Tedh sessions, but we need a place to meet. Does anyone have, or work for, or otherwise know of an inexpensive place that is centrally located, which could be used as a meeting place for our club? The tech sessions I am talking about would not need a shop location, but rather a hall with chairs to seat about 40 people, where we could have a meeting, show movies or video tapes or have a speaker who would demonstrate a product or technique. Please give me a call if you have a location or suggestions.

DIRECTOR'S NOTE:

In the aftermath of the All British Car Meet, you may feel like the season is over, but that is not true. There are still two major club events before we put the cars away. Be sure not to miss them!

The All British was again a great success as in the past. The location and having the cars on the grass was a great improvement over the crowded and hard to control areas of the past. Ricci and Marice certainly deserve credit for having a really well run show. We also need to recognize Larry Molsofsky and Andy Sconzo for serving on the committee and giving so much of their time. I hope next year K.C. Triumphs can again be this well represented. We certainly had a fine showing of Triumphs this year and it's always great to see so many new cars and several from out of town. We did seem a little short on our own members' cars, although there were many people around. This is not a display of show cars only, but a display of pride in our hobby. Each car and owner is special in its own way and I hope everyone will come out next year, bring their car and participate as an active member of our club.

I want to thank everyone who worked at the tent and helped encourage new members to join, sold flags or just made people feel welcome. The two people, members, sponsors and best friends we have are Herb and Wanda Moore. Every year they do more to make this meet a success for our club. Thank you doesn't seem like enough to say for their hours of work, bringing and setting up the tent, tables, chairs, making the signs and everything else they do for the club. Everyone who knows them understands what I mean and everyone else has missed a great deal by not getting to know them. I thank them for myself and all the club members; their contributions and friendships have been an inspiration to everyone. Be sure to thank them yourself the next chance you get.

Don't forget we still have more activities; the Louisberg Tour-Picnic and the Dinner Party. Mark your calendars and remember.

Enjoy lifes little Triumphs!!!!

Gary Davis
Director

FROM THE TREASURER - DUES NOTICE

We need your cooperation. Increased printing and mailing costs have forced us to have a modest increase in dues to \$12.00 per year, effective September 1. We decided that this was also a good time to put everyone on the same schedule for dues payment for three reasons:

1. About half of our members joined in September.
2. Mailing costs will be reduced by not needing to mail an extra page in the envelope for renewals.
3. It will significantly help the Secretary-Treasurer to keep track of our membership.

This is the way it will work. Every September we will call for payment of dues in the newsletter. A second notice will be given in the November Newsletter. If dues are not paid by December 31 we will have to drop you from the membership.

The goal is now to get everyone in the club paid up until September 1 of 1986 by asking for a prorated payment right now. If your membership anniversary is in September or October, you will pay \$12.00; if in November or December, you will pay \$10.00; if in January or February, you pay \$8.00; if in March or April, you pay \$6.00; if in May or June, you pay \$4.00; or if in July or August, you pay \$2.00. The prorated payment that you should now forward is noted on the attached Dues Statement. Please take time to fill it out (your check), attach it to the notice and send them to Bob McBean. We appreciate your help.

PAST EVENTS:

Bastille Day Tour to the Elms - Excelsior Springs. July 14

Eleven cars left Bannister Mall on a hot Sunday morning for a fun and trouble free trip. Since no one had any problems, it was an uneventful Triumphant drive, as it should be.

Our thanks to Joni Wilson and T.R. for what is always a fun tour to the Elms. The food, in overabundance, was even better than I remembered from previous trips and the drive, except for being a bit warm, was enjoyable. I was grumbling a bit about the heat and Virginia a bit about the top being down, but we both stopped complaining after we saw the couple on the motorcycle that went around us on the trip up.

Thanks to Herb Moore for the Champagne, to toast Wayne and Marlene Leigh for getting their red TR-3A back on the road. We all enjoyed it. Virginia and I stayed and tried the Spa facilities with the idea of leaving after the day was cooler. Funny thing though, evidently the hot sun shrunk our seat belts. Did any one else have that trouble? Maybe it was the mineral water in the area, because the same thing happened the last time we ate at the Elms!

VTR NATIONAL Convention - August 15-18. Did anyone get to St. Charles Illinois for this event. If so I would appreciate a not or two for the next newsletter.

Swim Party - August 18

Who would have thought that in the middle of August (Sunday the 18th), that the weather would have been in the middle 70's. We thought thought that it would be a real "scorcher" and standing room only in the pool.

Bob and Esther White were the host and hostess for our pool-side party again this year. Their beautiful pool didn't get overcrowded, infact several of those in attendance didn't even get wet! As with a lot of things we do, Herb and Wanda Moore had to lead the way. In all seriousness, it was a bit chilly and I had to work my way into the water. The water was enjoyable once that initial entrance was made, and Triumph talk and visiting was plentiful. The food was delicious, scenery was delightful (thanks girls) and the visiting exceptional. We even signed up two new members, Phil and Debra Collins who had been on the MG tour to Excelsior Springs and the Elms.

Our thanks again to Bob and Esther White for letting us use their beautiful pool and patio. They were, as always, the gracious host and hostess.

All British Car Meet - August 31 & September 1

We had over 50 Triumphs in our area of the show, however, some of the cars present on Saturday were not there on Sunday, so there could have been more. It was fun visiting with the Triumph owners as well as the other makes. Some of you whose name I have seen on the roster and as I have mailed the newsletters were not to be found. Many of you I finally got to meet but some whose cars were in the show, were not there when I was. I especially tried to meet those from out of town like Col. Flagg from Pittsburg, Kansas, but we were in different places at the wrong times I guess.

We extend our congratulations to Bob McBean for winning the photo contest. It was interesting, because we were on the tour when the picture was taken. I also liked Linda and Larry Birks picture of their TR-250 and Gary's picture of the Triumphs beside the lake in Windsor, Missouri.

Congratulations also to:

Wayne and Marlene Leigh whose red TR3A won the Victoria British award, the BRP TR3 class and K.C. Triumphs TR3 class.

Gary and Nancy Garrett whose red TR4 won the BRP TR4 class and their maroon Stag won the K.C. Triumphs Stag class.

Gary Taylor whose green TR6 won the BRP TR6 class and the K.C. Triumphs TR6 class.

Linda and Larry Birks whose red TR250 won the K.C. Triumphs TR250 class.

Gary Burge whose blue TR7 won the K.C. Triumphs TR7 class.

William and Dee Unger whose gold Spitfire won the K.C. Triumphs Spitfire class.

And lest we forget, Larry Mokofsky whose redish TR3A won the award for the best project car. I personally feel that this was unfair because he wins it each year! Before someone who has not seen Larry's TR3A, complains about my comment, let me tell you that his is an unrestored TR3 with a great deal of "character".

Special thanks again to Herb and Wanda Moore who always make sure that Kansas City Triumphs are "first class". Herb's K.C. Triumph tent is always the center of Triumph Activity and responsible for many of our new memberships each year. This year they furnished the cake and coffee for our Saturday afternoon (late) birthday party as well as the congenial atmosphere necessary to have such a party. Thank you Herb and Wanda.

I saw some K.C. Triumphs members win some of the larger prizes. Chuck and Robyn Cobb won the hydraulic jack. I don't know why, but they always seem to win something bigger than their trunk to take back to Junction City, Kansas. Herb Moore won a set of lights and Bob McBean won a case of oil. Bob was mumbling something about "even if she spills a little while she's learning, we should have plenty" as he happily carried his prize away. Marilyn, I think I would find a lot of other things to do for awhile.

UPCOMING EVENTS:

September 28 - "Development of the Automobile" Car Show - Mahaffie Farmstead & Stagecoach Stop, 1100 Old Kansas City Road, Olathe, Kansas.

This is the yearly Associated Car Clubs of Kansas City picnic. Kansas City Triumphs is a member of this organization and the event should be a fun time. The show will be from 10:30a.m. to 2:30p.m. (Cars in place 10:00a.m.) Dash plaques for each car and trophies for each "class". No charge for cars to enter the show. Any questions - call Michael Duncan, Historic Site Mgr, City of Olathe, (913) 782-2600 or call Gary Davis or myself.

October 6 - Picnic with the Birks and the Louisburg Cider Mill Ciderfest. Larry's note explains the day better than I. The map is on the last page for those who can't leave until later, but want to go on their own. It may also keep us from getting lost coming or going.

PICNIC WITH THE BIRKS

Plan to meet at the Drury Inn (435 and Metcalf) at 9:30 am on Sunday October 6, 1985. Drive to Louisburg, Ks. and check out the Cider Mill Ciderfest. We say check out, because we found out there may be a rather large crowd (15-20,000). If we can find a place to park, we will join in the festivities for about an hour. They have a band, Bar-b-que, and an arts and crafts festival. If the place is a mad house, and the chances of picking up a few door dings looks apparant, we will continue on for a driving tour of the local countryside, and end up at our house.

I will plan to Bar-b-que hamburgers, and we will furnish the hamburgers, buns, relish, sodapop, and chips. Please bring a covered dish so Linda won't go hungry. Bring the kids, and their fishing poles (if you can get them in the car!) If you have a mind to, B.Y.O.B., we will have plenty of ice and mix. We have lots of room, so we hope to have lots of new and old members come to the country for a visit!

November 16 - Annual Kansas City Triumphs Dinner at Maggie Jones Restaurant. This event isn't till in November but these things come sooner than we realize, and this is one you don't want to miss. Larry Gaines is doing the dinner and we will get a good price. I believe it will be about \$10.00 per person, which for the food that Maggie Jones has, is exceptional. Mark Saturday November 16 on your calendar now because the next newsletter won't be out till early in November. Additional details will be in the next newsletter, but tentative plans are for Triumph Literature and slides of this years activities are on the docket as well as who knows what else.

Wanted: Mr. Ed Michaels wants to buy a good TR6 at a reasonable price.
Call 342-3434

For Sale: 1967 TR 4A IRS & Surrey Top. Both tops. 100 miles since major mechanical overhaul. Runs super. Asking \$3200.00. Al Rocker (816) 436-5310.

Trivia

When Bob Tullius was getting ready for his first race in his Triumph TR3, he was putting numbers on the car made from Contact Paper. The pattern was laid down backwards on one set of numbers and, it being late at night, there was no chance to get more Contact Paper. So they put the backwards 44 on the trunk and have done so ever since - he won that first race and the number has become his good luck charm. The Group 44 name is actually only legal with the numbers backward!

Membership News:

We have several new members, I hope that they will avail themselves of the club benefits and come to the upcoming events. I hope that all of you "old timers" will make them feel at home.

CHANGES

Nally, Jude & Donna
434 West 69th
Kansas City, MO 64113
(816) 361-8861
TR3A 1962 TS75716L

Allnutt, Paul
Box 12
Cowgill, MO 64637
TR4 1962 CT422L

Moore, Marcus
15417-B Grass Cay 7G
Corpus Christi, TX 78418
(512) 949-9016
TR3A 1959 TS46186L

NEW MEMBERS

Collins, Phil & Debra
7906 Bradshaw
Lenexa, KS 66215
(913) 541-1485
MGA Twin Cam 1960

✓ Garrett, Gary & Nancy
7708 West 101st St.
Overland Park, KS 66212
(913) 648-5136
TR4 1964 CT22357L
Stag. 1973 LE24045UBW

Hadley, Bruce & Karen
217 Hillcrest
Windsor, MO 65360
(816) 647-2068
TR3B 1963 TSF14L

Hammes, Richard (Rick) & Ginny
2825 West 82nd
Leawood, KS 66206
(913) 649-2204
TR3A 1963 TS80369L

Haugh, Bradley & Mary
7600 Fairway
Prairie Village, KS 66208
(913) 381-0738
TR6 1975

Nadlman, Sandy & Barbara
P.O. Box 8592
Kansas City, MO 64114
(816) 361-2263 or 361-2028
TR3B 1963 TCF576L

Oppliger, Don & Donna
12402 West 100th Place
Lenexa, KS 66215
(913) 888-6898
TR4A 1967 CTC76271L

Pfeifer, Fred & Janet
1338 Winterbrook
Olathe, KS 66062
(913) 764-2271
TR6 1976 CF51595U

Pyles, Kevin
119 West 99th Terrace
Kansas City, MO 64114
(816) 942-8243
TR3A 1960 TS60727L

Sampson, Gregory & Colleen
716 Devonshire Place
Blue Springs, MO 64015
(816) 229-2093
Spitfire 1975

Schell, Jim
c/o USCG Loran Station
FPO Seattle, WA 98782

✓ Sklenicka, David
655 South Fifth
Salina, KS 67401
(913) 825-9322
TR6 1973 CF8900U

Steger, T.W.(Tom) & Beverly
12816 Manchester
Grandview, MO 64030
(816) 761-3440
TR6 1972 CC84541U

Webster, Nathan
1011 West Santa Fe Trail
Kansas City, MO 64145
(816) 942-0360
TR6 1975 CF38658U

Wiest, David & Joan
7402 Chadwick Rd
Prairie Village, KS 66208
(913) 362-9095
TR7 1976



Editor: Richard Peak (913) 236-7069

Director: Gary Davis (816) 361-0641

*You are invited to
Kansas City Triumphs'
Annual Dinner Party
at
Maggie Jones Restaurant
6301 Troost
Saturday, November 16, 1985
7:00 p.m. Social
7:30 p.m. Dinner*

*\$12.50 per person**

*R.S.V.P. by November 12
to Bob McBean
8821 West 101st Street
Overland Park, Kansas 66212*

*Checks payable to:
Kansas City Triumphs*

* includes tax and gratuity

Dinner selection choice: K.C. Strip Steak
Chicken Oscar
Fresh Seafood Platter

DIRECTOR'S NOTE:

I know you've heard it 1000 times, but - "the Royals are No. 1" and so is K.C. Triumphs. Now you may say that is a brash statement since there are no real measures that determine classes for car clubs. My statement is not based on my own personal bias, although it is consistent, but on the comments made by members of other clubs in reference to K.C. Triumphs. These comments always come down to the same view, that we have more "fun" than any of the other similar groups. Friendships, making new members feel welcome, and having "fun" has always been our goal and I must congratulate all our members for their contributions to our success. If you are new members and haven't been to a function or have been away for too long, don't worry, because you are as welcome as ever.

The annual dinner is November 16, 1985 and we want you to join us for this special evening. Our own member, Larry Gaines, will be our host. Many of you already know what great food and good meetings we have had at Maggie Jones. We will show some slides from last years activities and talk about next years calendar. Please bring your ideas and comments for the upcoming season.

One last note on the club jackets. Enclosed are the order blanks for our fabulous club jackets. We want to place the second order by November 18, 1985, so send your checks in now for delivery in December. It won't be that long till spring and the lightweight, fully lined jackets are perfect for cool days and also show off your pride in owning a Triumph and being a part of our club.

Remember - Enjoy Lifes Little Triumphs !!!!!!!!

Gary Davis
Director

PAST EVENTS:

THE I-70 SHOW (St. Louis All British Car Meet) Twelve British 2-seaters and 23 adventurous British car enthusiasts assembled at Denny's by the Sports Complex at the bloody Saturday hour of 7:30 A.M., September 14th.

After breakfast, we hit the I-70 trail following our tour-masters, Phil and Debra Collins in their twin-cam (no-not a TR). They are old friends, but new members of KC Triumphs, and did a superb job of planning the trip, and their Twin-cam ran like a Triumph!

We arrived early afternoon in the suburbs of St. Louis at the residence of an MGA notable, for a delightful barbecue and beer party. After we were reasonably oblivious to our surroundings, the schedule called for us to negotiate a rather complex ferry trip and serpentine excursion to the nether regions of Illinois, and back to our hotel. An odd bit of planning, that! Yours truly, bailed out at the first glimpse of a landmark, and made directly for a nap at the hotel. The evening parties were excuses for conspicuous consumption, and all eventually retired in anticipation of the Sunday show.

The weather Sunday was absolutely perfect, and we drove from the hotel in convoy to the Museum of Transportation show field. There were over 100 British cars, some very beautiful and unusual specimens. Judging of all cars was done by participants only, and KC Triumph cars took home large (nearly 2 ft.) trophies: Ricci and Marcie Ballesteros - second in Spitfire class;

Paul McBride - 1st in TR3 class; and Rick Torres - 2nd in TR3 class. (You notice that I'm not at all timid to report that I beat Rick - since he consistently flogs me at other shows.) Gary and Debbie Burge also attended, but faced many nearly immaculate TR-8's.

Following the show, we left immediately for KC, but it was many, many hours and much cursing of Lucas electrics and waterpumps before we arrived. Ricci's waterpump seal and a rash of MGA intermittent electric fuel pumps were the major problems. However, we all rolled into KC before the night was over, albeit a bit crowded in my TR3 with Ricci, Marcie, all of our paraphernalia, and top-sidecurtains in running form. A long trip, but a decidedly enjoyable one, and I'm sure no one who went would have, in retrospect, missed it!

Paul M. McBride

PICNIC WITH THE BIRKS and THE LOUISBURG FESTIVAL TOUR. Sunday, October the 6th, was a cool, crisp day and as Virginia and I pulled into the Drury Inn, we wondered if we had the right day. Then we saw Rick Torres' car and Wayne Leigh's beautiful red TR3A, and we knew we weren't alone even if it were the wrong day! Rich and Chris Smith were also there with their children and the American car. Remember, a Triumph isn't required to participate or to have fun on these trips.

As the time to depart approached, more cars arrived, and as Jack and Sally Markham led the way, eleven Triumphs and two automobiles of domestic origin followed. As we turned off at the Louisburg exit, we were greeted by Herb and Wanda Moore and our hosts, Linda and Larry Birks. We followed this colorful pair (Herb's yellow, TR3A and Larry's red TR250) to the Louisburg Cider Mill for cider and fresh donuts and browsing at the crafts fair. Unfortunately Virginia, my wife, doesn't browse at all well, but rather is compelled to buy! We were joined at the cider mill by Gary Burge and his soon-to-be bride, Debbie. I was worried about Gary, but I guess he can get back to the Triumphs now. I don't know which is the hardest on a young man - a beautiful girl or a sports car, but, as in Gary's case where you have both to think about, I was worried about him.

After sampling the cider and fresh donuts, filling the trunk with apples, cider, bread and "stuff", we continued our tour to Larry and Linda's home where we were soon joined by Bob and Esther White. Literally "as the dust settled" we socialized and talked Triumphs. While Larry got the charcoal lighted, the food came out and we waited patiently for the fire to get to the cooking stage. With the food that was put out for the eventual repast and the crisp fall day to whet the appetite, I don't think we really waited too patiently - but it was worth it! To all who prepared the food - it was delicious and thank you.

To help the over abundance of food to settle, most of the group walked the "back yard" which included the pond and then on to the really "important" stuff like seeing the parts cars, storage buildings and the three car garage with a shop and a Triumph restoration in progress. Linda and Larry have a fantastic place and Virginia says that their house is lovely too. My wife says that I have perverted priorities, but we know what is really important, don't we!

After dinner and the tour, the group gradually dispersed to return home. As the McBeans and the Peak's headed for home, I began the withdrawal symptoms of Wanda Moore's cake, the beautiful day and the companionship of some really great "Triumph Nuts". Thank you, Linda and Larry Birks for a very pleasant day both at the cider mill and at your home.

FROM THE TREASURER - DUES NOTICE

We have had an excellent response from our members concerning the two changes to our new dues policy: Dues are now \$12.00 per year, and are payable September 1 of each year. The change to a common renewal date will greatly simplify the bookkeeping and eliminate the mailing costs of individual dues notices. For further details see September 's newsletter.

Those of you who have not yet paid will find a second statement enclosed with this newsletter. This statement will specify your prorated payment to September 1, 1986. Please forward the statement with your check to Bob McBean, at the address shown on the statement.

Thanks for your cooperation.
Bob McBean, Treasurer

MEMBERSHIP NEWS:

We have four new members and the one who hasn't found a Triumph yet, has already been to a Triumph function. Carol Davis was at the Louisburg tour and the picnic at Linda and Larry Birks. Welcome to the club, all of you new members. We hope you feel at home.

Webster, Ron
11668 Bradshaw
Overland Park, KS 66210
(913) 469-8453
TR3A 1961

Nance, Gregory & Barbara
6903 Elmwood
Kansas City, MO 64132
(816) 361-3629
TR3A 1963

Robeson, Lewis & Susan
8 Verano Lane
Santa Fe, New Mexico 87505
(505) 982-1348
TR4 1965

Davis, Carol
11900 West 66th
P.O. Box 15046
Shawnee Mission, KS 66215
(913) 631-5955

SPECIAL NOTICE: ATTENTION!

One dark, cold and clear night last December, Santa was making a little shakedown and planning a run across the U.S. As his sleigh sped across Missouri, he noticed a brightly decorated home in Windsor. Since Santa knows everyone, he knew that bright light came from the home of Herb and Wanda Moore. Santa gave the command, and the sleigh, reindeer and Santa arrived at the front door. After a brief visit, Herb made an arrangement with Santa for him to stop by again this year for a little visit.

Herb has invited you and your children to share in the special event. Please mark your calendars for Wednesday, December 18, 1985 at 7:00 p.m. Santa plans to arrive at 7:30 p.m. so be sure and be early so there are no mishaps with Santa.

Please RSVP by calling Herb or Wanda at 816-657-5666 and they can give you directions.

CHRISTMAS GIFTS

I have intended to write this article for several years, but I usually don't think about Christmas shopping until after I have already published the November issue. I realize that these ideas are great for birthday gifts or just "what-ever" gifts, but that time of year is coming and a Triumph-related gift might be just the thing for under the tree for something special. And for those who don't want to take the chance, you might wrap up something for yourself from "Santa", but be sure to act surprised!

K.C. Triumphs Jacket with our logo. Order these early through Gary Davis. These are really colorful with our logo and "TRIUMPH" down the sleeve. They are lined and can have your name on them.

Triumph Scarf: These are really neat. They are made in any color and have the Triumph logo, "Put a Triumph in your day" and your initials on them. To have all of that you know that they have to be fairly good sized. I have one in my car color, and for those of you who went on the Louisburg tour, Rick wore his. Contact Joni Wilson (816) 796-9104 about these.

K.C. Triumphs Umbrella with our logo. These are blue and white with the K.C. Triumph logo in blue on the white panels. These are really nice, large size, and add a touch of class to a rainy day. Contact Herb Moore for more information on these.

Triumph Necktie. I have seen these, infact I have one, but I don't know where to get them. Try the Roadster Factory or Lederman Rupp Co. Addresses at end of article.

Magnetic Signs with K.C. Triumphs logo in blue on a silver magnetic background. These cover up door dings while you advertise the club at the events. No Larry (Mokofsky), they don't make one to cover the whole car!

Triumph Logo Tie Tacks. Available at Victoria British (ask for 10% club discount on these and everything else from Victoria British).

Triumph Logo Key Chains and Lighters etc. Also available from Victoria British.

Books. A large selection is available, but some of my favorites are:

Triumph specifically:

Illustrated Triumph Buyers Guide - Newton
Triumph Spitfire and GT-6 - Robson
The Triumph TR's: A Collectors Guide - Robson
Triumph TR5/250 and TR6 Companion - Rossi & Clarke
TR for Triumph - Harvey
Triumph Cars - Langworth & Robson

Not specifically Triumph:

Restoration and Preservation of Vintage and Classic Cars (New Edition) - Jonathan Wood
How to Restore Your Collector Car - Brownell
Osprey Restoration Guides These are a series and there are several titles available.

There are many sources of books including local bookstores and the foreign car specialists like Victoria British and The Roadster Factory. However, my favorite is The Discount Book Company which has a toll-free number, a large selection and substantial discounts from list.

Possibly the largest source with the widest selection, is Classic Motorbooks, who advertises in most of the auto publications such as Hemmings and Road and Track. The Vintage Triumph Registry is also a good source if you are a member.

These are just a few of the books available. There are shop manuals, welders guides, metal worker's books, painting books and all types of restoration books as well as books on specific non-Triumph cars and on sports cars in general. The ones I have listed are general interest type books but there is a wide variety available.

Subscriptions. Several possibilities exist here. One of my favorites is Sport and GT Market. Another choice of course, is the Vintage Triumph Registry. There are several good magazines such as Road and Track, Car and Driver, and there are also some good British publications such as Thoroughbred and Classic Cars and one that I like titled Practical Classics & Car Restorer.

Others. This is a large category and covers everything from Luggage racks and driving lights to seat covers and car covers. I will also include in this category the universal gift - the "gift certificate" to one of the firms handling the items which I have mentioned or even for some needed parts. The Roadster Factory always has a big sale around Christmas time with the intent of having a place to spend Christmas monies, but they will send their sale catalog before Christmas.

Addresses:

Victoria British is local - check the yellow pages - remember 10% discount if you ask for it!
Herb Moore is in the membership directory
Joni Wilson is in the membership directory (see T.R. Wilson)
Gary Davis is in the membership directory

Lederman Rupp Co
P.O. Box 21412
Columbus, Ohio 43221
(614) 486-5414

All types of "Discriminating Appointments for the Automobile Collector".

The Roadster Factory
P.O. Box 332
Armagh, Pennsylvania 15920
(814) 446-4411

Ask for their Christmas catalog. They are "the serious enthusiast's source of Triumph sports car spares". Probably the most complete selection in USA.

Sport & GT Market
P.O. Box 99414
San Diego, California 92109

Very enjoyable, subscription \$11.75

The Discount Book Company
P.O. Box 1529X
Ross, California 94957

Toll free phone 800-348-2665 to order.

I hope these suggestions help in your Christmas shopping. If you have any questions give me a call, and remember, if you are sending for catalogs to any of these places to see what they have, you will need to hurry so you can get the catalog and order in time for Christmas. Local people and projects need time too!

TRIUMPH TRIVIA

Joni Wilson has made an analysis of the July 1985 roster and included the new members from the September newsletter to come up with some interesting statistics about our car club. (I have included this months new members too.)

We have 105 members, with 116 cars, averaging 1.1 cars per member.

4 members own no Triumphs 7 members own 2 Triumphs
80 members own 1 Triumph 5 members own 3 Triumphs

(No count will ever be made of the parts and the partial cars, but I would imagine that several more cars could be assembled from the accumulations of our many members.)

Of the 105 members, 38 were single and 67 were couples. Gary Burge has since slipped to the couples group.

Of the 105 members: 63 live in Kansas 38 live in Missouri
 1 lives in New Mexico (attending K.U.)
 1 lives in Oklahoma 1 lives in Texas
 1 lives in Washington (military FPO)

The 116 cars are distributed as follows:

TR 2.....1	TR 4A..... 6	Spitfire.....10
3.....3	5..... 1	GT-6..... 2
3A.....34	250.... 5	2000..... 2
3B.....6	6.....28	Herald..... 1
4.....13	7..... 2	Stag..... 2

The oldest car is Bob and Esther White's beautifully restored 1950, 2000 Salon, and the newest is the 1980 Spitfire belonging to Dick and Gloria Haberkorn. I guess the Kansan's have the distinction of the oldest and the newest.

Joni also listed the cars by commission number for the ones who have sent them to us, In looking over the numbers, none of them were consecutive, however we don't have all of the numbers. I think I will "bug" those of you who haven't given me your commission number. These numbers are very valuable when restoring a car because of the changes throughout the production range of the cars.

My thanks to Joni for these interesting trivia facts about our club; I enjoyed them and hope you have too.

TRIUMPH FOR SALE:

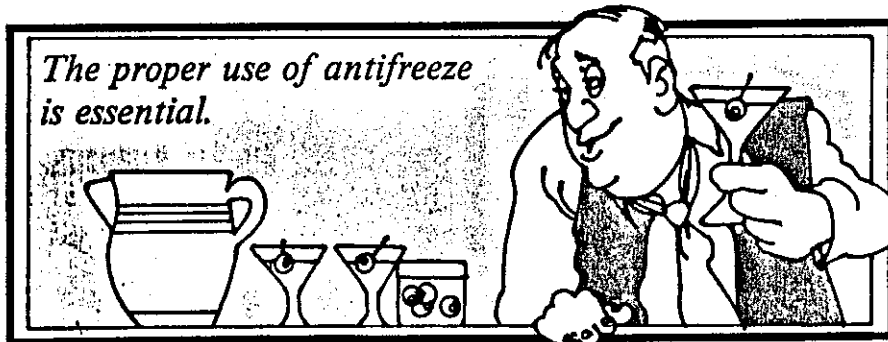
TR-6 1974

4th place winner 1984 K.C. Grand Prix,
People's Choice Award.
Recent engine overhaul. Two tops.
Excellent condition. \$7495
Doug Washburn 358-3000 491-4592

NAME THAT CHRISTMAS TUNE

1. My Sole Desire for the Yuletide Season is Receipt of a Pair of Central Incisors
2. From Dark 'til Dawn, Soundless and Sanctimonius.
3. Celestial Messengers from Splendid Respires
4. The Antlered Quadrupe with the Cerise Proboscis
5. The Event Occurred at One Minute After 11:59 p.m. with Visibility Unlimited
6. Ornament the Enclosure with Large Sprigs of a Berry-bearing Evergreen
7. Personal Hallucinations of an Alabaster December 25
8. Anticipation of This Noel's Mementos: Nil
9. Clappered Inverted Cups, Amalgamated
10. Testimony of Witness of Maternal Parent's Infidelity with Kris Kringle
11. In a Distant Bovine Diner
12. Universal Elation
13. O Miniature Nazarene Village
14. The Approach of the Holiday Commemorating the Birth of Christ is Becoming Evident
15. Suszanne, The Fridgid Drip, Draws Nigh
16. May Jehovah Grant Unto You Hilarious Males Retirement
17. Those of You Who Are True, Come Here
18. Are you Detecting the Same Aural Sensations as I Am?
19. The Diminutive Male of Less Than Adult Age Who Plays a Percussion Instrument

WINTER TECH TIP:



NAME THAT CHRISTMAS TUNE
(ANSWERS)

1. All I Want for Christmas Is My Two Front Teeth
2. Silent Night, Holy Night
3. Hark The Herold Angels Sing
4. Rudolph, the Red Nosed Reindeer
5. It Came Upon The Midnight Clear
6. Deck the Halls
7. I'm Dreaming of a White Christmas
8. I'm Getting Nothing for Christmas
9. Silver Bells
10. I Saw Mommy Kissing Santa Claus
11. Away In a Manger
12. Joy to the World
13. O Little Town of Bethlehem
14. It's Beginning to Look A Lot Like Christmas
15. Here Comes Susie Snowflake
16. God Rest Ye Merry Gentlemen
17. O Come, All Ye Faithful
18. Do You Hear What I Hear?
19. Little Drummer Boy



KANSAS CITY TRIUMPHS

NEWSLETTER
Volume VIII Issue 3 January 1986
A Local Chapter of V.T.R./T.S.O.A.
6039 Rockhill Road • Kansas City, Missouri 64110

Editor: Richard Peak (913) 236-7069

Director: Gary Davis (816) 361-0641

DIRECTOR'S NOTE:

Welcome to 1986 and our eighth season of K.C. Triumphs. I want to express a special thanks to all our members. We certainly had a great '85 season, especially through the support of our members and your continued participation in our activities. We hope this year's schedule will attract a majority of you to join us during the year. This season will bring more driving events and only one "display" which is the All British Car Show. Richard has a full schedule so it is again time to sit down and mark the calendar for '86. We want to see everyone of you during the year and remember that your family is always welcome, with or without the Triumph.

One of our special projects for 1985 was our beautiful club jackets. For those of you who want to order your own "perfect addition" to any Triumph and K.C.T. collection of memorabilia, please give me a call to place the order or send in the order blank from the last newsletter. For those of you who have ordered, we hope you can be patient until we have enough for an order from the supplier.

I want to say a special thanks to everyone who attended the dinner and to Larry Gaines for being our host. The turn out was just super and the dinner was great. Let's make 1986 even bigger and better.

We will be installing a new Board of Directors this year and I want those of you who have an interest to think about joining the Board. Remember, this is your club and we want your input and direction for our activities.

Remember - cherish lifes little Triumphs.

Gary Davis
Director

THANK YOU

Gary and Debbie Burge have sent their thank you for those members who contributed to their wedding gift - appropriately a gift certificate.

FOLLY GRAND PRIX

The unfortunate announcement has been made that there will be no Folly Grand Prix race in Kansas City this year. The sights and sounds and even the smell of those beautiful racing machines from the past will not be here this year. Evidently the cost of insurance for the event had become prohibitive, especially in the mid-town configuration. Maybe they will be back in future years but, unless a big sponsor/promoter is found, the chances are mighty slim. I guess I will just have to remember from last year and be thankful that I had the chance to see and hear those exotic machines at all.

EDITOR'S NOTES:

I realize that our year officially starts in September, with Issue 1 of this Newsletter, but this seems an appropriate time to thank all of you who helped your club function just a bit better or helped us have more fun than we would if you hadn't made that extra effort.

My special thanks to:

Gary Davis, for running the whole show
Herb and Wanda Moore for....I don't know where to start, they have done so much - picnic, All British Car Show ect.
Gary Burge for planning last year's Ozark Trip
Rick Torres for furnishing his shop for the swap meet and for answering so many question from everyone
Joni & TR Wilson for planning the Excelsior Springs tour and Joni's articles for the newsletter
Linda and Larry Birks for their interesting tour to Louisburg and the picnic at their home
Larry Gaines, our host for the annual dinner, for his warm hospitality and enthusiasm
Paul McBride for his book reviews and trivia
Bob and Esther White for having us and for being such gracious hosts at their pool party
Ricci and Marice Ballesteros, Larry Mokofsky and Andy Sconzo for representing our club on the All British Committee
All the charming ladies who were our hostesses at the All British Car Meet. Robyn, Donnie, Marilyn, Wanda and all the rest who made the Triumph booth the friendliest
Virginia, my patient(?) wife who puts up with all the crazy things we do, and whose calligraphy has invited us to the annual dinner these past several years
All of you who have come to the events and supported our efforts

An extra special thanks to Bob and Marilyn McBean, who have had us to their home and as indicated in the upcoming events, are crazy enough to have us back again this year. Bob and Marilyn have also worked ~~their tails off~~ many hours helping me with the newsletter and the mailings as well as being the Secretary-Treasurer, a major task in itself.

PAST EVENTS

Annual Dinner Party - November 16. Maggie Jones Restaurant was the scene of our annual dinner, with 43 members and guests in attendance.

The first order of business at an event such as this is always visiting and getting acquainted with new faces and renewing friendships with those whom we have seen before. Triumph talk continued during a delicious meal (choice of three), complete with wine. After the meal and more conversation, most of the members competed in the Triumph Parts identification and Triumph Trivia contests, with the winner of each receiving a bottle of Champagne. The Parts Identification was won by T.R. Wilson and the Trivia was won by Matt Quesenberry. Our thanks to Rick Torres for the parts to identify, and to Paul McBride for the Trivia.

After the contests and awarding of the prizes, slides of the past year's activities were shown and more car talk ensued. It was that good intentions and winter plans were being formed by many of those present. In summation - a very enjoyable evening and good fellowship. Thank go to our host, Larry Gaines, for the wine with dinner and the appetizers before.

SANTA CAME TO TOWN

I've heard about a man and his wife who live in Windsor, Missouri. With the twinkle that they both have in their eyes you'd think they were a pretty ornery pair, but I have it on reliable sources that they had been so good that when Santa came to town he stopped at their house to visit. Santa was saying something about all the decorations in their yard and that Rudenolph was having a hard time following his nose on that practice run.

I didn't get to Windsor, Missouri on that cold winter's night, December 18, but T.R. and Joni Wilson and their families said that Santa did arrive and that everyone enjoyed it immensely. Gary Davis and his wife Dawna said that Santa was pretty real and Santa said he would be anxious for the season to pass so he could get his hair cut.

What do you think - were Herb and Wanda really that good, or was it the lights that brought Santa to Windsor that night? The event was reported in the STEERING COLUMN (official publication of Associated Car Clubs of Kansas City, of which we are a member) very simply, but worth reprinting, as an activity: "Dec.. Santa visits in his Triumph model sleigh, British Racing Green Reindeer?"

PROPOSED CALENDAR FOR 1986

- February 15 Valentine Party at Bob & Marilyn McBean's 8:00 PM. (See coming events for particulars and the map included.)
- March 16 Tech and Tarry Social. Tech session on Megular's auto posishes for all types of finishes with when and how told by the men from Auto Polish Supply Co Inc. Time will be 3:00 PM, Sunday afternoon. Appetizers and open bar. You can stay for dinner. (See coming events for more details.)
- April 20 Short drive. Dinner at Joe's Barn in Stanley, Kansas. Ease into Spring with a short drive to see how the winter's restoration projects went together and what is left to be done. Meet at Joe's Barn, Sunday April 20 at 1:30 PM for dinner and Triumph talk. If the weather is nice a tour of the countryside will be in order.
- May 18 Herb and Wanda's "picnic" in Windsor, Missouri.
- June 1 Shrine Car Show - Blue Ridge Mall
- June 21-22 Lake of The Ozarks Tour
- July 20 Regional Tour, possibly Excelsior Springs, Missouri.
- August 14-17 1986 VTR National Convention in Greensburg, Pennsylvania.
- August 17 Swimming Party - Bob and Esther White's
- August 23 Associated Car Clubs of Kansas City, Mahaffie House car show in Olathe, Kansas.

August 30-31 All British Car Meet. Regency Park Overland Park, Kansas.

September 13-14 St. Louis All British Car Meet

October ? Tour to Lawrence Car Show and possible pot luck after.

November 15 Annual Dinner, election and installation of new officers.

This is the tentative list of proposed club activities with additions or changes being made as the year progresses. I will add other events of interest to this as the dates for them become known. I wish that the Folly Grand Prix was still on the list. Any suggestions for additions or changes

are welcome as are volunteers to help with these or your own suggestions. Your ideas and suggestions are eagerly sought!

COMING EVENTS

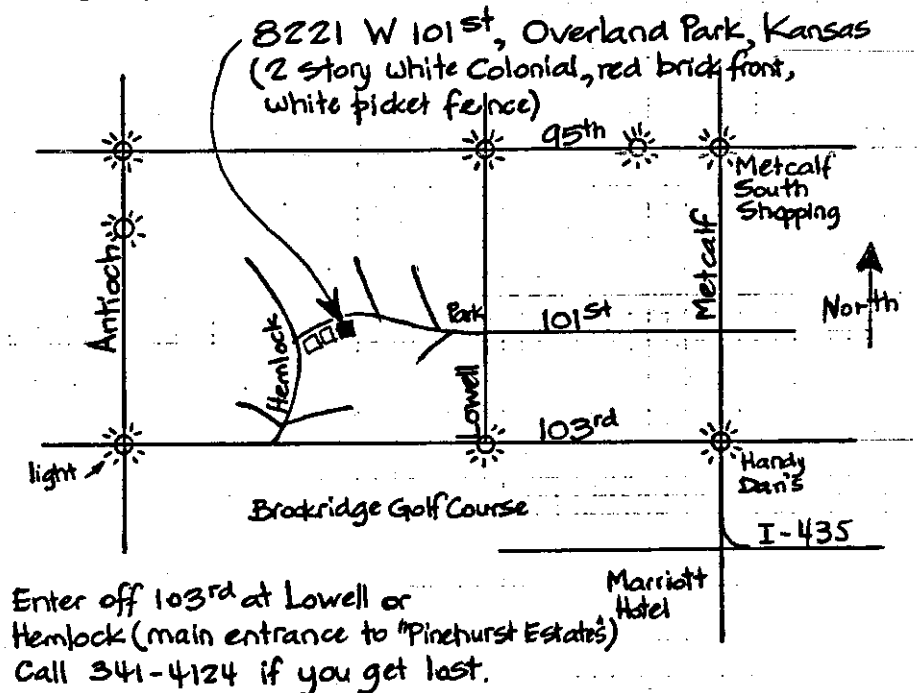
February 15 (Saturday) Valentine Start The Season Party

At: Bob and Marilyn McBean's
8221 West 101st Street
Overland Park, Kansas

Time: 8:00 PM

It's time to renew old acquaintances and make new friends. For those of you who have not been out to a Triumph event before, this is a good "ice breaker" (figuratively only, I hope). Arrival in a Triumph is certainly not a requirement - you are supposed to be working on it, remember?

The club will furnish mix and ice. BYOB if you are desirous of other than soft drinks or coffee and please bring a snack to share. Come on out and get acquainted or re-acquainted, whichever the case may be. A map is included to help you find the party.



March 16 (Sunday) "Tech and Tarry" meeting

Time: 3:00 PM

At: Maggie Jones Restaurant and Pub
6301 Troost (Landing Shopping Center)

This event isn't until after the March newsletter, but just in case the next newsletter is late like this one, you can be planning the event.

"Tech and Tarry" is just what it sounds like; a Tech session where you Tarry and visit afterward. We will have snacks and an open bar and you may stay for dinner after the "Tarry" part.

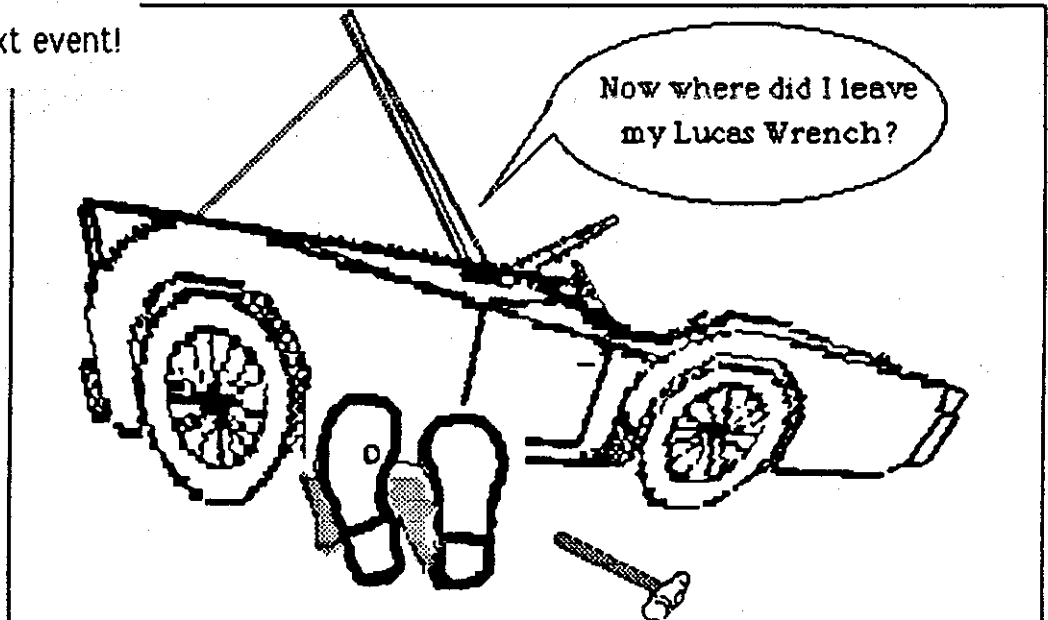
The Tech session will be presented by Meguiars, the makers of Mirror Glaze auto cleaning, polishing and waxing products for automobile finishes. Mirror Glaze professional products are pretty much regarded as the best. From the time you have a newly painted finish till the time you need to renew an old finish, these are the products you will need to do the job properly. The biggest question is which product do I use and when? This applies to the family car or pick-up (often neglected) as well as our toys.

Bring the wife or husband or friend and stay for dinner afterward. You may need some help on the Triumph or on that neglected family car which must be put right before the Triumph can be attended to. Tech session itself will start about 3:30 and shouldn't last too long unless you have a lot of questions, but allow some "tarry" time and like I said, a good meal after might be a good investment! As always, a Triumph is not required!

Give a Triumph nut a computer, a little neutral time, and Your liable to get anything out of it!

See you at the next event!

Larry
Larry Birks



T H E T R I U M P H M A R Q U E
By Paul McBride

THE TWO-WHEEL BEGINNINGS

In recognition of the centennial celebration of the motorcar, the board has asked me to write a series of articles on the history of the Triumph Marque. The first installment deals with the pre-motorcar era.

Siegfried Bettman arrived in London from his native Germany 2 years before Karl Benz "invented" the motorcar. He was multilingual and found a job using this skill to compile a list of foreign firms that might be of interest to British businessmen. He moved quickly from a position as representative for the White Sewing Machine Company, to the creation of his own exporting firm.

The bicycle was becoming quite popular and Siegfried originally commissioned a local firm to manufacture the two-wheelers for export to all of Europe. The product needed a brand name. The "Bettman" was a nondescript moniker and Siegfried wanted a name that would be easily recognized and understood in all of the European languages. "Triumph" fit the bill. It's interesting to note that naming our beloved Marque occurred at approximately the same time as the invention of the motorcar, 100 years ago!

Soon the company manufactured their own bicycles and prospered in the "boom" years of the late 1800's. It was a logical evolution for the bicycle manufacturers to add a small gas engine, and in 1902 Triumph introduced their first Motorcycle. Three years later they were making their own 3 hp. engines. World War I proved to be a prosperous time for Triumph as they produced motorcycles for the war effort. They were dubbed "Trusty Triumphs" by the Military, and the reputation for quality and dependability was assured.

The early motorcycles were little more than reinforced bicycles. The pedal, sprocket chain drive on the right, and a belt drive from engine to a nearly wheel sized pulley on the left. By 1911, horsepower had increased from 1 3/4 to 3 1/2, and a front fork suspension (like American Schwinn) appeared. The military machines were 550cc, belt driven, with clutch and gearbox. Some 30,000 were supplied to British and Allied forces. Following the war, the new spectacular 4 cyl overhead valve Triumph motorcycle was reaching production figures of 30,000 per year.

The company was ripe for a move into the motorcar production. In the next newsletter: The First Triumph Motorcar - 1923.

STOLEN: 2 BOXES OF TR3 PARTS

The following parts were stolen from Paul McBride's home Thanksgiving day together with some other articles.

- Partial Contents:
- 1.) Rebuilt Generator
 - 2.) New Fuel Pump
 - 3.) Brake Cylinder rebuild kits
 - 4.) Coil, points and condenser
 - 5.) Overdrive dash toggle switch
 - 6.) Parking light lens, dash gauges, switches and knobs.
 - 7.) Hoses and windshield weather stripping
 - 8.) Brake Shoes, Pads, Master Cylinder

If you have any information, please call: Paul McBride 334-6615

NEWSLETTER



Volume VIII Issue 4 March 1986
A Local Chapter of V.T.R./T.S.O.A
8039 Rockhill Road • Kansas City, Missouri 64110

Editor: Richard Peak (913) 236-7069 Director: Gary Davis (816) 361-0641

DIRECTOR'S NOTE:

Our 1986 season is just around the corner and if you are like I am, the winter months have passed and nothing has been done on the Triumph. My own projects include a new water pump, new battery and rebuild my side-curtains. Now the sidecurtains were started right after the All British Show, so you can see I certainly know how to put off my work. My point here is that now is the time to get those little projects finished and get ready for our summer activities. Those little breakdowns and malfunctions can really ruin a days outing. I hope you will get the Triumph ready early this year; get our events on your calendar and enjoy those afternoons with us. I will try very hard to get my own car ready, but if its cold and I have no sidecurtains, laugh.

Speaking of putting things off, I know many of you want to order KCT jackets for this year and now is the time. We have some orders ready and just need a couple more to have the jackets made. This may be your last opportunity for a while, so don't delay. If you haven't had the opportunity to check out a jacket, just look around at the next meeting, they show up every where you look. You can contact me or Bob McBean to place your order. The price is \$30.00 each plus \$2.50 to have your first name put on it if you desire. For you single members, a spare jacket without name is a great thing to have on hand.

I hope to see all of you soon - and remember for '86'-

Enjoy Lifes Little Triumphs !!!!!

Gary Davis
Director

PROPOSED CALENDAR OF COMING EVENTS:

- | | |
|------------|--|
| March 16 | Tech and Tarry Social - see coming events |
| April 20 | Short drive to Joe's Barn and dinner - see coming events |
| May 18 | Herb and Wanda's "picnic" in Windsor, Missouri. More on this in the next newsletter, but mark it on your calendar as a <u>must attend</u> event. |
| May 25 | Jaguar Concours, Country Club Plaza |
| June 1 | Shrine Car Show - Blue Ridge Mall |
| June 21-22 | Lake of The Ozarks Tour |
| July 20 | Regional Tour, possibly Excelsior Springs, Missouri. |

- August 14-17 1986 VTR National Convention in Greensburg, Pennsylvania.
- August 17 Swimming Party - Bob and Esther White's
- August 23 Associated Car Clubs of Kansas City, Mahaffie House car show in Olathe, Kansas.
- August 30-31 All British Car Meet. Regency Park Overland Park, Kansas.
- September 13-14 St. Louis All British Car Meet
- October ? Tour to Lawrence Car Show and possible pot luck after.
- November 15 Annual Dinner, election and installation of new officers.

This is the tentative list of proposed club activities with additions or changes being made as the year progresses. I will add other events of

PAST EVENT

Valentine and Start-Off-The-Season Party

The Triumph season is officially underway after the enjoyable evening at Bob and Marilyn McBean's home, February 15. Bob and Marilyn were gracious hosts as they were last year, and they are planning their daughter's wedding this spring. Maybe we were just practice - but, I sure enjoyed it!

More than thirty people showed up for the party and there was almost as much food as there were people. Those of you who couldn't make it, missed an enjoyable evening as well as some very tasty snacks, or meal if you wished. I hope that those of you who missed the party were home working on the Triumph, because we were talking Triumphs between bites of food and liquid refreshments,

Several new members were present, and I hope they felt at home so that they will join us in the future activities. Everyone seemed to enjoy visiting and, unless your Triumph is a lot quieter than mine, it is a lot easier to visit at a gathering like this than on one of the serious driving tours.

During the course of the evening Marilyn was having people write their name on a slip of paper. I thought that maybe she was going to check our membership dues. I was so busy visiting and eating that I missed the drawing from the names Marilyn had collected, but you can't have a Valentine Party without Mr. & Mrs. Valentine - right? By popular vote (their name was drawn), Bob Aguilar was proclaimed Mr. Valentine and Patty Harrison was proclaimed Mrs. Valentine. They each received a chocolate valentine gift. I will credit Marilyn with a neat idea which added a little extra to a special group of people. Thank you Bob and Marilyn McBean for the enjoyable evening.

FOUND STARTER:

Ken Regennitter mentioned at the Valentine party that he borrowed a starter for his TR2 at the All British Car Meet last summer, and can't remember who he borrowed it from! Whoever the helpful friend is, contact Ken so he can return your starter. His phone is 432-6015.

Coming Events:

March 16 (Sunday) "Tech and Tarry" get-to-gether Time: 3:00 PM

At: Maggie Jones Restaurant and Pub
6301 Troost (Landing Shopping Center)

"Tech and Tarry" is just what it sounds like; a Tech session where you Tarry and visit afterward. We will have snacks and an open bar and you may stay for dinner after the "Tarry" part.

The Tech session will be presented by Meguiars, the makers of Mirror Glaze auto cleaning, polishing and waxing products for automobile finishes. Mirror Glaze professional products are pretty much regarded as the best. From the time you have a newly painted finish till the time you need to renew an old finish, these are the products you will need to do the job properly. The biggest question is which product do I use and when? This applies to the family car or pick-up (often neglected) as well as our toys.

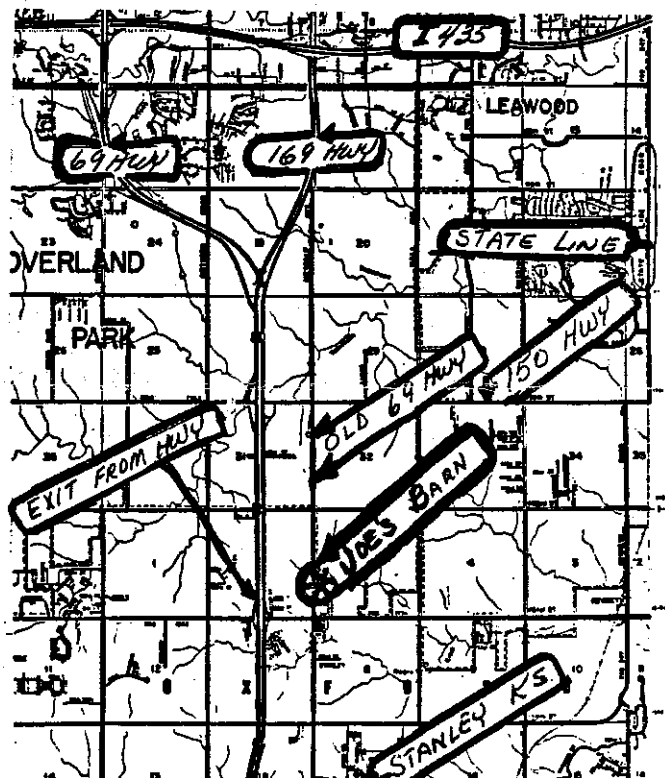
Bring the wife or husband or friend and stay for dinner afterward. You may need some help on the Triumph or on that neglected family car which must be put right before the Triumph can be attended to. Tech session itself will start about 3:30 and shouldn't last too long unless you have a lot of questions, but allow some "tarry" time and like I said, a good meal after might be a good investment! As always, a Triumph is not required!

April 20, Sunday Drive and Dinner

Our next event following the wax and polish session will be a driving event. This should be a good way to start the driving season gradually, with good food and fantastic company.

Meet at Joe's Barn in Stanley, Kansas, for dinner at 1:30 pm, and then possibly a leisurely drive through the countryside. This is a good way to see that everything that was taken apart over winter got put back correctly.

See you at 1:30 Sunday April 20 at Joe's Barn - 14885 Metcalf in the city of Stanley, Kansas. (See Map) (Metcalf is Old 69 Highway)



T H E T R I U M P H M A R Q U E
By Paul McBride

PART II : EARLY MOTORCARS 1923-1933

This, the second installment of the Triumph Marque history will take us from the first motorcar through the maze of early models, to the end of Siegfried Bettman's rein as founder and Managing Director in 1933.

"It is only natural that the rider of Triumph Motor Cycles, as he ascends the ladder of success in life, will arrive at a time when he finds he wants a car. Then, it is purely logical, his first thought will be of a car made by the same firm."an early Triumph Car ad (1926).

The company's desire to tie-in the new motorcar with their outstanding reputation is obvious in the above ad, and even includes the use of the famous motorcycle script with the "R" and "H" connected by a swooping curved line... It would be fascinating to know how many "Yuppies" of the day did indeed remain loyal as they climbed from motorcycle to car!

Perhaps I should begin a description of the early cars by an explanation of the curious British classification of cars by dual numbers: 10/20, 13/35, 15/50. The first number represents the Treasury horsepower rating for tax purposes, and the second number represents the approximate actual horsepower. Hence the first Triumph Motorcar was known as the 10/20.

Design of this car began in 1919, but it wasn't until the purchase of the defunct Dawson Car Co. factory in 1921, that production could become a reality. The 10/20, after presumably undergoing considerable development, was introduced to the public in April of 1923. A conventional, middle class car containing magnificent materials and workmanship was the general impression from testers and owners. It was powered by a 1393 cc flat-head, 4 cylinder with Zenith carb, magneto ignition, and splash lubrication. Four speed transmission, leaf springs, no shocks, rear wheel mechanical brakes, added to the rather mundane specifications.

However, the 10/20 was well reported in the press because of it's extensive standard equipment: Lucas lights, starter, leather trim, clock and speedometer. From the very beginning, handling, performance and reliability were praised.

The 10/20 Sports model soon followed. It was an aluminium-bodied, 2 seater with an improved cylinder head and revised gear ratios. "Autocar" thought it lively and responsive, with a top speed of 62 mph.

In 1924, a larger model, the 13/35, became the first British car with 4 wheel hydraulic brakes. Triumph was destined to pioneer the two most important brake advancements in the history of the motorcar!

The 15/50, also known as the Triumph Fifteen, was larger still and had a bored out 13/35 engine. These later models were luxuriously equipped, but because of their increased weight, no performance gain was realized.

Production of these "number models" overlapped to some extent, but all had ceased by 1930. Because the larger cars were never as successful in sales as the 10/20, the company decided to concentrate on the development of a "Quality Light Car", ie. a small medium priced car that gave exceptional value for the money. Sort of a miniature large expensive car - this was a

theme that Triumph repeated through the years. Few examples of these very early cars survive - only two known 10/20's.

Triumph's "Quality Light Car" target became the Super Seven, a tiny car with an 832cc (50 cubic inch) engine of some 21 hp. Introduced in 1927, it was very successful with over 18,000 built through 1932. Specifications not usually found on such a small car: four wheel hydraulic brakes, three bearing crank and camshaft, and full pressure lubrication. A sports model, capable of speeds over 70 mph, featured a tuned engine with Cozette supercharger option, and a two seater ducktail body with no doors.

The Super Seven accumulated a remarkable record in rallies and transcontinental trips: Crossing Australia, North America and New Zealand. Donald Healey, of later Triumph fame, drove a saloon in the 1930 Monte Carlo Rally to a best performance by a British Car and 7th overall.

In 1931 Siegfried Bettman was looking to retire and Lt. Col. Claude Holbrook became assistant managing director. There were now six Triumph factories in Coventry with 3000 employees. But Triumph was not immune to financial difficulties during the depression years, and in 1931 the company did not pay a dividend for the first time in 30 years. By 1932 the once ample financial reserves were used up and there was a £145,856 deficit.

Three more models, all related, will complete our survey to 1933. The Scorpion (who was picking the names?) much resembled the Super Seven, but had a small six cylinder engine derived from the Seven's four. A slightly roomier 1932 model was named the Twelve/Six.

In 1932 came the Super Nine based on the early Scorpion chassis, but with a Coventry Climax four cylinder, overhead intake/side exhaust engine that became the primary Triumph powerplant until 1937.

Also introduced in 1932, and based on the Super Nine, was what many consider to be the first real Triumph sports car, the Southern Cross. It certainly looked the part: open four seater with tonneau often covering the rear seats, cycle fenders, folding windshield, Brooklin steering wheel, full instrumentation including tachometer, spare mounted at the back and wire wheels. "Auto-car" had this to say, "A car which will have a strong appeal to the sportsmen. A sports car with considerable refinement in it's running".

Col. Holbrook's influence was beginning to be felt, and the direction of Triumph was to a more elegant and sporting product. He set up a body design and styling department, headed by Walter Belgrove - the designer many years later of the TR2. Work began on a completely new range of cars with styling, handling and performance. Siegfried Bettman finally retired and the "Gloria" years were ahead!

Next installment: "From Gloria's to Bombs"

JACKETS:

We currently have orders for four more Triumph jackets, but need to order at least six at one time. Aren't there at least two more people out there who would like to order one of these neat jackets? Perhaps a belated Christmas present, car's anniversary present, and don't forget Father's and Mother's Day are almost upon us. If you are interested, give Gary Davis 361-0641, or Bob McBean 341-4124, a call.

MEMBERSHIP NEWS:

In the haste to get the newsletter for January printed with the club roster and the problems with recreating it, I forgot to extend a welcome to three new members; Dave Whiteman, Dave Lafollette and Glen Danford of Oklahoma Motor Work. Their names and vital data was included in the roster, I just forgot to say "Howdy"! Will Mr. Whiteman and Mr. Lafollette please let me know if their first names are not Dave.

This month we have two more new members; welcome, we hope to see you soon.

Greek, Stephan & Johnalie
P.O. Box 785
Lebanon, MO 65536
(417) 588-2633
TR6 1973 CF3797U0

Honig, Ted & Mariann
6835 Cherry St.
Kansas City, MO 64131
(816) 361-9032
TR6 1976 CF51570U

WEDDING BELLS:

I have heard that another one of our members has a new co-pilot. Congratulations to Marcus Moore and his new bride.



"No Dues, No News"

FOR SALE or TRADE or WANTED:

Tony Haney has a "Bracket, support assembly, facia to floor" for a TR4A which he says is new and he wants to trade it for the same part for his 1971 TR6. Since his ultimate goal is to get a new or very good support for his TR6, he will consider selling the one for the TR4A and then purchasing the one for his TR6.

Tony Haney Phone 525-5114
801-B Magellan
Lee's Summit, MO 64063

WANTED:

1959 or 1960 TR3A in good condition - especially the body.
Call: Charlie Armer (316) 223-6759 or (316) 223-5340

FOR SALE:

1968 Spitfire. Less than 50,000 miles, wire wheels, runs very well. Many extra parts. \$2,000. Call: Charlie Weil (913) 236-9387

NEWSLETTER



Volume VIII Issue 5 May 1986

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

8039 Rockhill Road • Kansas City, Missouri 64110

Editor: Richard Peak (913) 236-7069 Director: Gary Davis (816) 361-0641

DIRECTORS NOTE

I know the '86' season is just starting and we are just ready for the first real drive of the year. I must insist that you join us at Herb and Wanda's for the picnic. This has to be the biggest and finest feed of the year. Please come with us and leave early if you must, or come late and join us there. Once you get to Windsor, just give a call if you can't find the Moore's. We want you and your family to join us, there is plenty of room for play and Herb always has an assortment of toys and games. Mark your calendar for this must attend picnic!

A second item I want to bring up is this year's change of officers. The present board has served for four years, which is two terms of office. We need new ideas and new enthusiasm in the board. Board member's responsibility is vital to our club and not one to be taken lightly. It requires planning, cooperation and the most important element of all, attendance at all meetings of functions. Now is the time to start considering your availability to help us and become an influence in our group. All club members are eligible and board officers will be selected on their interest in our activities, leadership qualities and desire to be on the board. We will decide the new officers at the All British Car show and install the new board at the November dinner. Start thinking about it now, and let me know your interest.

Enjoy Life's Little Triumphs!!

Gary Davis
Director

CALENDAR OF COMING EVENTS:

- | | |
|--------------|--|
| May 18 | Picnic in Windsor, Missouri (see "coming events") |
| May 25 | Jaguar Concours, Country Club Plaza (see "coming events") |
| June 1 | Shrine Car Show, Blue Ridge Mall (see "coming events") |
| June 6-8 | Car Trader Extravaganza '86 Bartle Hall K.C. Mo.
Giant Auto display, auction and vendors with swap meet. |
| June 21-22 | Lake of the Ozarks Tour (see "coming events") |
| July 20 | Regional Tour - still open. Any suggestions? |
| August 14-17 | 1986 VTR National Convention in Greensburg, Penn. (note attached) |
| August 17 | Swimming Party at Bob and Esther White's home |
| August 23 | Mahaffie House Car Show in Olathe, Kansas (picnic?).
Associated Car Clubs of Kansas City - KC Triumphs is a member. |
| August 30-31 | All British Car Meet. Regency Park Motel in Overland Park, Ks. |
| Sept. 13-14 | St. Louis All British Car Show |
| October ? | Tour to Lawrence Car Show and possible pot luck after. |
| November 15 | Annual Dinner, election and installation of new officers. |

PAST EVENTS:

TECH & TARRY

I very carefully counted the number of people who were at this event and have no idea where I wrote the count. Maggie Jones Restaurant was the site of our March 16 event. As my recollection serves me, there were between 35 and 40 people present for the presentation by Dale Cushing and Warren Trec from "Auto Polish Supply Co.", distributor of Meguiars products.

I thought that this was a very enlightening presentation, and I think all who attended learned something of value. For those of you who didn't make it to the event, it would be worth your while to corner some of those present. Like I said, there was some very worthwhile information dispensed and when you hear someone talking about using some "number 4 or number 7" on their glistening cars, you won't have to wonder what they are talking about.

Our thanks to Larry Gaines for being our host and furnishing the food and snacks. As we left, Larry was out front polishing his exceptional TR6 with what else but Meguiars. Which was it #4 or #7? I guess the presentation was a success. Thanks Larry!

For those of you who are interested, Ricci Ballesteros purchased a case of both the #4 and the #7 Meguiars Mirror Glaze professional products, and I believe that he still has a few left. Since we got them at a case discount, he is selling them for \$4.00 each. If you want either of these, give Ricci a call. He may be able to bring them to one of the next functions for you. The price is a substantial saving over the list price of \$5.95 plus tax.

Ricci Ballesteros -- (913) 384-6146

JOE'S BARN DRIVE (Also referred to as "the quick dash home".)

April 20 started as a beautiful day, and about 30 Triumph members and friends met for dinner at Joe's Barn. I had just rebuilt my clutch master and slave cylinders, and the brake master since I had to take both off to do the clutch master. The short drive was what I needed to convince myself that I had done the job properly, and I was looking forward to the tour after dinner.

By the time we had finished dinner, the weather had turned angry, with a wind and progressing darkness that forebode an oncoming storm which the weather forecasters had overlooked. No one seemed to be in the mood for a tour, so the group dispersed in rapid order and headed for home without much of the usual Triumph talk after dinner. We got a few sprinkles on the way home, but only enough to remind me that I need to replace my wiper blades.

SPECIAL REQUEST FOR CARS

I have been contacted by Mr. Frank Medina of Brands Mart concerning a display of cars at their two stores to promote a fund raising sports car rally. They would like to have one Triumph at each store, both on Saturday, May 17 and Sunday, May 18. Display will be from 10-6 each day and the area will be roped off for protection of the cars. I realize that Sunday the 18th is the trip to Windsor, but if you have an extra Triumph or are taking the American car, you might consider displaying your car. Having a Triumph only on Saturday is better than none at all, is what I told Mr. Medina and he agreed.

For more information, call Mr Frank Medina. at or
Work 363-4499 home 333-6026

COMING EVENTS:

May 18, Sunday - TOUR TO and PICNIC IN Windsor, Missouri - Herb & Wanda Moore's
Once again it is time for Herb and Wanda Moore's picnic. This will be the fifth annual, and is a RAIN-OR-SHINE event. If it rains, everything will be under cover, so you can ignore the weather - you can't help but have fun. A word of advice though - arrive hungry!

The main event will again be a whole pig, cooked to perfection and carved by Larry Womble. Wanda will have a tub of potato salad and another of cold slaw, baked beans by the crock pot, garlic bread, coffee, ice tea, soft drinks and of course, a proper Triumph Cake. For those who, as Herb says, "can't stand a pig-in-repose," there will also be barbecued beef.

As always Herb and Wanda "encourage the presence of children up to 80 years old and older, to play, eat, visit and enjoy themselves."

Meet at 10:30 a.m. at Bannister Mall (95th & Hillcrest) on the southeast corner, so we can motor down together. Triumphs, due to the limited seating capacity, are not required. If you can't come with the club as a group, Herb and Wanda's address is 110 Willa Lane in Windsor, Missouri. Windsor is located on highway 52 between 13 & 55. Wanda says that sometimes some people can get lost on a drive such as this, (notice that we didn't mention Herb by name) so their phone number is (816) 647-5666.

Please bring a covered dish which you would like to share and don't miss the trip.

June 1, Sunday. SHRINE CAR SHOW at Blue Ridge Mall

This is the Annual Associated Antique Car Club's 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!

May 25, Sunday. HEART OF AMERICA JAGUAR CLUB's 13th Annual Concours d'Elegance

This year it is billed as the "South Central Regional Concours d'Elegance" and will be like their highly successful national meet in the Ozarks last year.

The concours itself will be held on the Country Club Plaza where part of Nichols Road will be blocked off. Judging starts at 10:00 a.m. so the cars will be in place before then. Sounds like fun!

DONT FORGET:

Meguiar's #4 and #7 car polish for \$4.00 each while supply lasts!
Call Ricci Ballesteros (913) 384-6146
(He may deliver to a Triumph event!)

OZARKS TOUR 1986 JUNE 21-22

K.C. Triumphs has always been a club of tradition, and this years Ozarks Tour is no exception. We will again tour to Osage Beach on the Lake of the Ozarks. The drive down and back will include some great Ozarks roads that are perfect for you and your Triumph. Our route takes us from K.C. to Windsor and on towards Versailles. We will stop for lunch at a local spot along the way. At Versailles, we will pick up Hwy. W, which is a perfect sports car road and takes us into Bagnell. An afternoon by the pool, shopping, or a variety of activities are available. Saturday night dinner at a local restaurant is planned and a get-together around the pool wraps up a great day. Sunday morning, after breakfast, we take Hwy. 5 to Hwy. 7 and on to Warsaw. We may go ahead and take 7 on into Clinton and come back to K.C. from the south. We should be back in town by 4:00 p.m. Please bring a C.B. so we can stay in touch, but we will stay together as a group while touring.

MEETING TIME 9:30 a.m. PLACE BANNISTER MALL PARKING LOT S.E. CORNER
Corner of 95th Street and Hillcrest Road

Room cost is \$38.50 for a double room. You must pay in advance or make your own arrangements. We will be staying at the Town and Country Motel. Telephone number is: 314-348-5677.

Payment in advance is due no later than June 2. We have a limited number of rooms available. Make checks payable to K.C. Triumphs and send to Bob McBean 8221 W. 101st Street Overland Park, Kansas 66212

MEMBERSHIP NEWS:

Welcome to the following new members:

Donetta Pickett
12712 Blue Ridge Circle, Apt#A-3
Grandview, Mo. 64030
(816) 765-2755

Garrison & Janet Arey
9201 Moody Park Drive
Overland Park, Ks 66212
(913) 888-5738
1976 TR-7

Robert A. Justice
11527 Cherry
Kansas City, Mo 64131
(816) 942-7112
1974 TR-6

Maurice P. & Darlene LaMontagne
10272 Farley
Overland Park, Kansas 66212
(913) 541-1766
1976 TR-6

Also add with congratulations, Linda to Marcus Moore's listing.

TECH TIP:

(From "The Jaguar's Roar" - Nation's Capital Jaguar Owners Club)

To stop the loss of wheel hub lubricants past the spoke heads of wire wheels, try PERMATEX FORM-A-GASKET no. 1. After cleaning the inner area of the wheel, apply a thin coat and let dry. This forms a barrier to grease loss.

T H E T R I U M P H M A R Q U E
By Paul McBride

PART III: FROM GLORIAS TO BOMBS 1934-1940

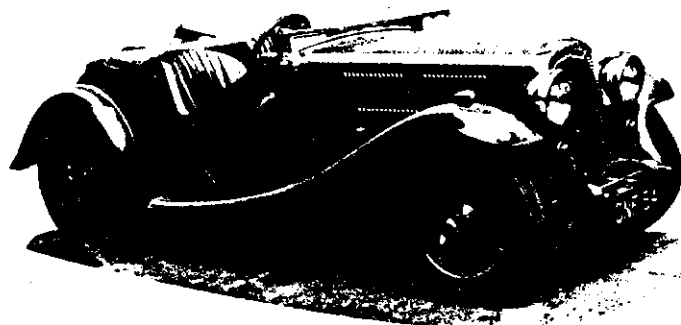
Claude Holbrook, the managing director of Triumph, began in 1933 to assemble an impressive staff who would develop the Gloria line of Triumph cars. Styled by Frank Warner, they are in my eye, the prettiest, most elegant and well proportioned Triumphs ever produced. Donald Healey joined, from Riley, and had a major impact on the sporting quality and engineering.

Glorias, produced from '34 to '38, were available in all manor of coachworks - 4 and 6 window sedans to tourers and coupes. The more sporting varieties were given second names; Vitesse (tuned engine and chassis), Monte Carlo (rakish 2/4 tourer) and the Southern Cross, (a 2-seater based on the Monte Carlo). They were genuine British sports cars of the time, and won their share of rallies and trials.

All Glorias were powered by Coventry Climax designed 4 and 6 cylinder engines as described in the last issue. They were well equipped cars with permanent jacking systems, windshield washers, self cancelling turn indicators, tachometer, clock and metallic paint. Other options included quick release gas cap, reversing lamp and adjustable shock absorbers. The Gloria motto "Smartest Cars in The Land" was not so much hype as fact. In the mid-price range, they were exceptional motorcars.



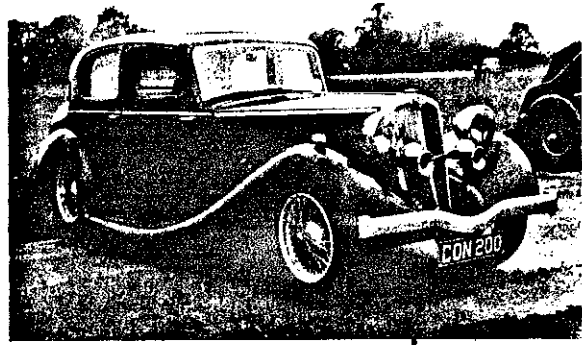
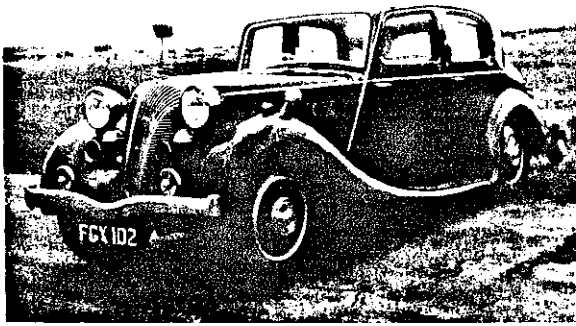
A 1935 Gloria Vitesse saloon



A later Southern Cross

The motorcycle business was sold off in 1936, an irony because it became a huge success, whereas the car line, as we shall see, never escaped indebtedness. In fact by 1937 the Triumph Motorcar Co. was in deep financial trouble. With tenacious optimism, they introduced a new line of cars - the Dolomites - named after a range of mountains in Italy. Unfortunately, the Gloria and the sports cars were gradually phased out.

New Triumph overhead valve engines designed by Donald Healey powered the Dolomites and were produced in 3 sizes: 1496cc, 1767cc four cylinder and 1991cc sixes. They were the first Triumph engines to use the famous S U Carbs. The engines were accompanied by new 4-speed synchromesh transmissions.



A 1939 Dolomite showing the famous "cascade radiator" which was far from a total success so they offered the "Continental" which was the same car with a more traditional front -editor's comment

Dolomites were handsome looking cars with the exception of a bizarre "waterfall" grille which appeared to be borrowed from some of the uglier late 30's American cars. The grille was designed by Walter Belgrove who must rank high among the most inconsistent auto stylists ever. One wonders how the 1935 Southern Cross, and the 1950 TRX could have come from the same imagination. The grille was so unfortunate that it created a distinctly unpleasant odor in the British press, and Triumph hurriedly offered the Continental - a Dolomite with a conventional nose.

Perhaps the most desirable late 30's Triumph was the '37 to '39 Vitesse - much like the classic Gloria with the new engine and transmission.

The knowledgeable Triumph history buff will recognize that I have yet to mention the most sensational Triumph ever made, the double overhead cam, supercharged straight eight 1934 Dolomite created by Donald Healey. It was a sensation because of its looks, specifications and potential, but as an influence on the history of Triumphs, it was a complete flop.

Only 3 of the 2 seat roadster prototypes were made (no production-no sales). The supercharger was soon discarded, the huge brakes didn't work, and it was not a success in racing and rallying. In retrospect, it was a rather obvious copy of the Alfa Romeo 8c 2300, and Healey has never been enthusiastic about discussing the car or the situation. The cars were soon sold off by the factory and rebodied by the new owners. They disappeared in the fifties, but one has recently resurfaced in a splendid restoration with a new original appearing body (except for curiously bobbed rear fenders). "Road and Track", Feb. 1986 has the story and pictures.

In spite of the beautiful Glorias, the sports models and the dependable well-appointed Dolomites, Triumph could not survive the fate of world economy and their poor management. The final Triumph before the calamity of bankruptcy, receivership and WWII was the Triumph 12, a cheap Dolomite with restyled fenders, trunk and a square radiator. Only 50 were made, and 3 have survived.

Approximately 4,000 Glorias and 7,000 Dolomite Vitessas and Continentals were produced -- not enough to warrant a profit. In the summer of 1939, Triumph Motor Co. was sold to Thomas Ward & Co. Hitler had just entered Poland, and the War was on! Soon the British government purchased some of the Triumph factory for war production. Car production ceased by late 1939, and spares and stocks were stored in remaining facilities. On November 14, 1940, Massive German bombing destroyed what was left of Triumph. Spares were bulldozed into rubble or sold as scrap. Triumph was literally buried.

Next installment: THE "STANDARD" REBIRTH AND SUCCESS.

FOR SALE: The following is a partial listing of the TR3 goodies which Herb Moore has for sale:

1. Complete front end; springs, shocks - the whole works!
2. Complete rear end - less springs; has shocks, links, brake bands, drums, cables etc. less pinion seal.
3. Left front wing - good - no rust but a minor dent or two.
4. Right rear wing as above.
5. Back side??
6. Tach, water pump etc.
7. Heater with demister hose and fittings.

Plus a multitude of parts not listed. Can be seen at Herb Moore's in Windsor, Missouri. If you want to risk the good stuff being gone, you can wait till the picnic on May 18. If you really want or need something, you might call Herb in Windsor, Missouri. His phone is (816) 647-5666. Herb says the parts are in mint condition, and let me know whose "Back side" he was listing.

FOR SALE:

1970 GT6+ Partially restored. David Hardinge 353-5756

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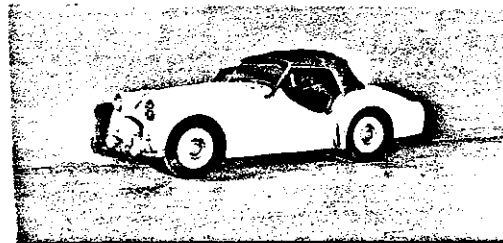
1959 TR-3 67,000 mi., \$4000 or best offer. Omaha, Nebraska
Mike Fairlie (402) 330-3750

WANTED:

Fenders & Quarters for TR-6 New or Excellent Condition.
Dan Hallahan
7725 Foster
Overland Park, Ks 66204 phone (913) 642-3504

A NOTE OF INTEREST:

The advertisement on the right is the description from the new catalog for the upcoming auction of the remainder of the Harrah's Automobile Collection in Reno, Nevada.



Lot No. 223

1954 TRIUMPH TWO-SEATER OPEN SPORTS

Model TR.2. 4-cylinder, 90 horsepower. Car is original with 7,189 miles on odometer and is in fair overall condition. Paint fair with some checking and chips. Plating fair with rust on hub caps. Upholstery fair and top poor. Good running condition.

WHAT IS THE PROPER MIXTURE OF AIR TO GASOLINE FOR A TR3 ENGINE?
SIGNED: RICHARD FUEL

DEAR RICH: THE MANUAL STATES THE PROPER MIXTURE IS 13 PARTS OF AIR TO 1 PART OF GASOLINE. HOWEVER, I HAVE FOUND THAT WHEN YOU PUT 1 GALLON OF GAS AND 13 GALLONS OF AIR IN A 14 GALLON TANK, YOU HAVE TO MAKE A LOT OF TRIPS TO THE GAS STATION. I SUGGEST PUTTING IN A 182 GALLON TANK AND FILLING UP WITH 14 GALLONS OF GAS. IT SAVES A LOT OF TIME.

List of Triumph Workshop Manuals:

(1) Triumph Sedan and Estate Wagon, Publication part number 506523, Description: Green hardbound, excellent condition

(2) Triumph Herald Workshop Manuals for Saloon and Coupe, Second Edition August 1960, Six separate manuals, Part Numbers 508509, 508510, 508511, 508512, 508513, 508514, All in excellent condition

(3) Triumph Herald Workshop Manual 1200 Supplement, Excellent Condition

(4) Service Instruction Manual for TR2, Incorporating Supplement for TR3 model, Part Number 502602, Description: Red hardbound, one in excellent condition, one with slight stain on cover

(5) Triumph TR250 Workshop Manual Supplement, Part number 545047, First edition

(6) Triumph TR4 Workshop Manual, Part number 510322, One in excellent condition, One slightly written on

(7) Triumph Spitfire MK.3 and TR4A Workshop Manual Supplement, Part Number 545048, Excellent condition

(8) Triumph Herald, Vitesse 6 and Spitfire Workshop Manual, Part Number 511243, One in excellent condition with binder, one 98% excellent without binder

(9) Triumph GT6, Vitesse 2 Litre Workshop Manual, Part Number 512947, Amendment Number 3, One excellent without binder, Other 98% excellent without binder

(10) Triumph GT6 and Vitesse 2 Litre Workshop Manual, Part Number 512947, Two excellent both in binders

(11) Triumph TR6 Workshop Manual Supplement, Part Number 545091, Excellent condition

Call or Write for further inquiries or offers to purchase

Michael J. Fairlie
3713 Lynnwood Dr.
Omaha, NE 68123

402-291-8728

NEWSLETTER



Volume VIII Issue 6 July 1986
A Local Chapter of V.T.R./T.S.O.A
6039 Rockhill Road • Kansas City, Missouri 64110

Editor: Richard Peak (913) 236-7069 Director: Gary Davis (816) 361-0641

DIRECTOR'S NOTE:

The summer of 1986 may end up being called "the long, hot, summer" before it is over, but the summer is slipping away. As the days pass, and one thing after another gets put aside for a dip in the pool or an afternoon laying in the sun, we tend to miss the very things we intended to do this year. One of the items that I hope was high on your list of "must do's" this summer is to be more active in K.C.T. I know that family, job, home and Triumph make up a full time commitment, but there must be some time to enjoy the family, Triumph and an outing with us all at the same time! We do have regular groups that attend nearly all functions, and a few we see once in a while, but we want to meet more of our members and find out what type of activities you want. Please find time to join us for an afternoon getaway at the park, pool or All British Meet. We want to see you!

The board of directors is still looking for members who want to serve on the board for the next two years. We will have a new board by the November dinner and need to hear from you soon. All positions are open at this point, especially Director, Assistant Director and Newsletter Editor. Giving some of your spare time to our club will be a rewarding experience and source of great personal friendships. Please give it a try.

Enjoy Life's Little Triumphs!
Gary Davis, Director

CALENDAR OF COMING EVENTS:

- | | |
|--------------|--|
| July 13 | Picnic & Musical in park (see "coming events") |
| August 14-17 | 1986 VTR National Convention (flyer was sent) |
| August 17 | Swimming Party at Bob and Esther White's (see "coming events") |
| August 23 | Mahaffie House Car Show (see "coming events") |
| August 30-31 | All British Car Meet. (see "coming events") |
| Sept. 13-14 | St. Louis All British Car Show (ask about at All British Meet) |
| October 5 | Tour to Lawrence Car Show and pot luck with the Metzger's after the show. More on this in the next newsletter. |
| November 15 | Annual Dinner, election and installation of new officers. Maggie Jones Restaurant. |

PAST EVENTS:

WINDSOR, MISSOURI TOUR

Sixteen cars, ten of which were Triumphs, invaded Windsor, Missouri and congregated at Herb and Wanda Moore's. There were Triumphs from the TR-3 to the TR-6 and a Spitfire too. There was also a truck, a Jeep, a Pantera and a Jensen-Healey as well as a couple of American cars. The drive was enjoyable (except for the bumpy road out of KC) with pleasant weather and no mechanical problems. From the way people were hurrying for the bathroom when we got there, I think it was lucky that the bumpy road was at the start of the trip!

It's hard to call the club's trip to Windsor a picnic, except that we do eat out-of-doors. As always, Herb and Wanda's hospitality was fantastic as was the whole pig and the abundance of food that accompanied the pig. Larry Womble did the honors of carving the pig - he made it look like he knows what he is doing, and the way it turns out, I guess he does!

A big thank you, Herb and Wanda, for having us to your home and making us feel so welcome. I imagine your friends and neighbors in Windsor enjoy the feast too, because folks, after the Triumph Club has gone, Herb and Wanda have friends in to finish what we just barely got started.

A SPECIAL NOTE: I have 2 dinner forks and one serving spoon which belong to someone who was there. Let me know whose they are - 'cause they don't match our pattern!

SHRINE SHOW

The Shrine show is always one of the more interesting shows because of the variety of vehicles which are on display. It is also for a good cause - The Shrine Hospitals - which makes it worth the effort. An added incentive this year was a very attractive dash plaque.

The only disappointing part of this year's event was the weather being miserably hot and the shortage of Triumphs. We had three TR-3A's one TR-250 and one TR-4A in need of a paint job, and three of the five were from outside the metropolitan Kansas City area! Herb and Wanda were here from Windsor, Larry Womble from Leeton and Larry and Linda Birks from Peculiar. Wayne and Marlene Leigh had their beautiful red TR-3A there to represent Kansas City, Kansas and my TR-4A represented Mission, Kansas. Come on folks, remember this one for next year - it is an interesting show and certainly for a good cause! We did better than the M.G.'s and Jaguar's, however, if it is any consolation.

Again I was indebted to Wanda Moore - I kept snitching ice from her cooler, but Wanda, where were you when I got into my black seats which had been in the sun with the top down all day? Now I appreciate the Leigh's tan interior.

OZARKS TOUR '86'

We have just completed our 8th tour of the Lake of the Ozarks. This year's tour took us to Osage Beach and surrounding area, and the weather was nearly perfect. A little hot, and many sun burns, but beautiful Triumph weather just the same. This year's trip included 21 members and guests, with 9 Triumphs and 2 state-of-the-art imports. Really can't blame anyone driving a modern road coupe with all the amenities and air conditioning in this muggy air.

The first leg of the trip went very smoothly until we left Windsor. We then developed the "phantom fuel problem" which would continue throughout the weekend. Several minor problems added to frustrations for nearly all owners. These included "Lucas" battery charging problems (3 cars), a blown hose, broken speedometer cable, broken dimming switch, windshield rock chip and cracked headlamp. One import did end up with a bonnet/prop rod duel which the bonnet lost, but the new machines were dependable. We'll wait and see how they do 30 years from now! Just to prove a point about the old metal, we had 5-TR-3's, 1-TR-250, 2-TR-6's and 1 Spitfire this year. Late afternoon was spent in the pool, and we had dinner at Captain Hook's on the upper level, looking out over the lake. Sunday morning brunch brought everyone back together before the trip home.

It was a great trip for many reasons, one of those being that everyone got home safely, and all the cars made ^{it} home under their own power. The one thing that really stuck out in my mind ^{was the} way everyone jumped in to help with the cars with problems, and how we make sure no one gets stranded. This regard for all members has been a strong part of our group from the beginning, and was shown repeatedly this year. A special thanks to Rick Torres for all this mechanical work and advice, Herb and Wanda for the wonderful "buckets", and everyone else for their friendship and participation. I especially want to congratulate Ricci and Maurice for their great attitude, and Ricci for the fly routine and Latino motorcycle rider impression.

Thanks to everyone, we'll do it again in '87. Gary Davis.

MEMBERSHIP:

Enclosed with this newsletter you will find the new roster of our 100 members, their addresses and their cars. Look it over and make sure that your listing is correct. If it isn't correct or if it is incomplete, please let one of your board members know. If you move or change your listing, please also let us know. Probably the best one to notify is Bob McBean.

Included in the new roster are our latest new members:

Charles and Bertina Floyd and Dan Hallahan

Welcome to the club; we hope to see you soon and often, and I hope we make you feel at home. Bertina, you will never know (unless you ask) how close you came to being listed as "Bertha".

We need correct phone numbers for the following members:

Hal & Claudia Brower

Cara Hataway

Marlin & Pat Cooper

Tom & Beverly Steger

FOR SALE:

I was talking to Dave Pickett who says that he is selling his 1974 TR-6. I don't know too much about the car except that he says that it is fast and has a rebuilt engine and rebuilt wire wheels. It sounds like a good car for the money (called a bargain). For more information, give Dave a call!

THANKS:

To Larry Birks for compiling the new membership directory on his computer. This is quite a job, and is time-consuming as well as being a lot of work. If you find any corrections that need to be made - 1) If you didn't tell us, don't yell at us, but please correct for future. 2) If it isn't correct call me because I was supposed to proof it, and will try if you let me know what it should be.

COMING EVENTS:

July 13 Sunday Picnic and Musical "Annie" in Shawnee Mission Park - 87th street and Renner Road.

This is a two-part event. First, we will have a "plain ole picnic" in the park at shelter house #9. Social amenities and Triumph talk from about 5:30 till about 6:30, at which time those who bring food will get to dine - sorry, no "moochin". Bring your own food and beverage - remember the 'no alcoholic beverage' rule in the park, and be careful.

At about 7:30, we will leave the picnic area and go over to the park's theater to see the performance of the musical "Annie", which starts at 8:30. We have to go out of the park and into the theater's parking area since the park itself is closed before the musical is over. I believe there is a donation charge of \$2.00 per car in the parking area.

This is a change of pace from anything we have done before, and should be an enjoyable afternoon and evening under the stars. Don't forget the popcorn! Shelter house # 9 is located at the northwest end of the main lake - down toward the dam. Remember - American cars and kids are welcome. If you want to get there early, we have the shelter house from 3:00 till 10:00.

August 17 Sunday Pool Party at Bob and Esther White's.

Once again Bob and Esther White have offered their beautiful pool for our August get-to-gether. It sure sounds inviting! Nothing formal is planned, just eating, talking and swimming and possibly an inquiry as to what Bob's latest restoration project is - his first lawnmower maybe?

Bring your own drinks and a snack to share. The pool opens at 3:00 and goes till after dark. What a way to cool off and visit - bet there will be some Triumph talk too! Maybe we can get Gary in the water this year!

The White's live at 8525 Metcalf in Overland Park, Kansas. It's hard to miss their house - a four car garage and a circle drive full of Triumphs.

August 23 Saturday Mahaffie House Car Show.

This isn't one of our club's functions but Kansas City Triumphs is a member of the Associated Car Clubs of K.C., and this is one of their functions. This event is publicized as a family event with a picnic suggested. Cars will be displayed by decade, and a people's choice trophy will be awarded for each decade. All makes will be there and the hopes are toward building this to a show as large as the Shrine Show. Since it was rained out last year, I don't know what to expect but here are the details: Cars in place by 9:30 with the show from 10:00 am till 2:00 pm.

Directions: Take I-35 south to the first Olathe exit which is 150 highway or Santa Fe Street. Go west to the first stoplight (Ridgeview) and turn right onto Old Kansas City Road. Mahaffie House should be ahead on the left.

August 30-31 Saturday and Sunday of Labor Day Weekend - All British Car Meet

Most of you who have attended this meet in the past will have received the mailing from the All British Car Association telling about this year's event. This is the 5th annual, and is always an interesting event.

This year's meet will again be held at the Regency Park Hotel, 9200 Metcalf, Overland Park, Kansas. Kansas City Triumphs will have our hospitality booth again, so be sure to stop by and say hello. This is a good event to attach a face to some of the names you have read about in the newsletter and roster.

For those of you who are new to this event and haven't gotten the flyer telling about it, contact the All British Car Association. Call Mr. Ricci Ballesteros at (913) 384-6146 or for those of you who are out of town, write the All British Car Association, 9223 West 101st St., Overland Park, Kansas 66212, for a mailing telling about the meet and the hotel registration and rates.

Get your reservations in before you forget. Let's have a big Triumph representation again this year. Remember, this is not a "concours event"!

T H E T R I U M P H M A R Q U E
By Paul McBride

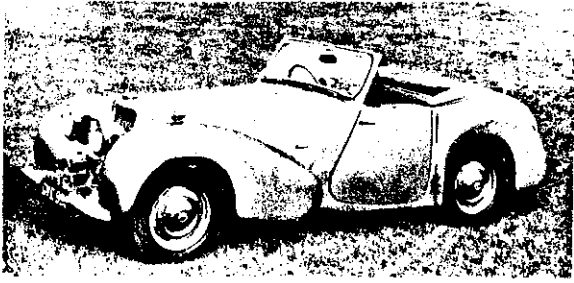
PART IV: THE "STANDARD" RESCUE 1944-1953

In 1944 Triumph was little more than a name and a memory. The war years and bombing of Coventry, effectively severed any physical connection between the Triumphs of the thirties and the postwar cars that we are so familiar with today. Only one high staff person spanned the chasm and worked for the prewar and postwar companies -- Walter Belgrove, whom we shall find prominent in the future success of Triumph.

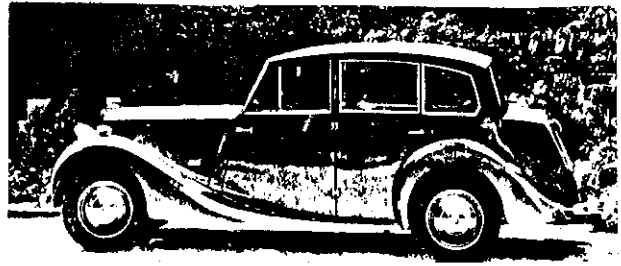
The owners of Triumph, Ward and Company, had no interest at the close of the war in resuming auto production. Donald Healey hoped to change their mind, but in the end they simply sold off the trademarks. The buyer was Standard Motorcar Company, one of the "BigSix" car companies of England. Though well established, they lacked a sporting image and wanted another name, a prestigious and sporting name. In the Autumn of 1944, for 75,000 pounds sterling, they bought "Triumph".

Sir John Black, the dictorial ruler of Standard, was not interested in preserving a heritage; he wanted to give his future high quality cars a name that would enhance the Standard image. The irony is that the "Standard" name lasted less than 20 more years, while the "Triumph" motored on for almost forty.

The first postwar Triumph was the 1800 Roadster of 1946. Styled by Frank Callaby, it is a kindness to describe it as strange. The soon to follow 1800 Saloon was quite the opposite, with beautifully proportioned "razor edge" styling. Although the facts are hazy, the elegant styling seems to have been a contribution of Callaby, Belgrove and Mulliners, the company that made the bodies. We have an outstanding example of this styling in our own club -- Bob White's 1950 Renown.



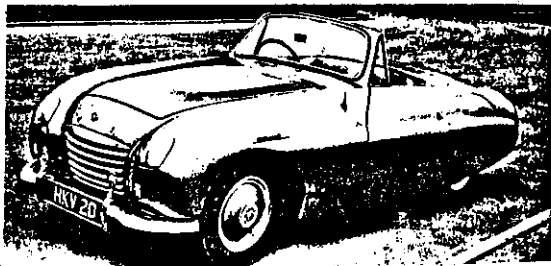
1800 Roadster



1800 Saloon

Both cars had a tubular chassis, independent front leaf spring suspension, and an 1800 cc, four cylinder OHV engine. This was the engine that Standard made before the war for the SS Jaguar Company. Performance of the Roadster was, in a word, "slow" -- over 11 seconds slower to 60 mph than prewar Triumphs.

In 1948, the Standard Vanguard -- an inverted bathtub styled sedan -- rolled off the line with the first new engine since the war. It found application in all manner of Standard and Triumph products including the Ferguson Tractor, manufactured for many years by Standard. This powerplant and transmission was used in the Roadster and Saloon from 1948. The Saloon was renamed the Renown and also adopted the frame and suspension from the Vanguard. The Roadster ceased production in 1949, and the Renown in 1954.



TRX



Mayflower

The new roadster introduced in 1950 was known as the TRX. Styling by Belgrove was controversial, and the car was wisely not produced. Only three were built.

Triumph was without a sports, or even a sporty car from 1951-1953. In fact only the Renown and the Mayflower bore the Triumph name. Mayflowers -- produced from 1949 to 1953 were unit body midgets of the Renown. The "razor edge" styling was less successful, but it was a high quality, small car and some 32,000 were made.

Sir John Black's reign at Standard - Triumph was nearing the end, but not before he put into motion the development of a car that was to assure Triumph a reputation as one of the most successful and popular sports car marques ever.

Next installment: Four Cylinder TR's, Heralds and Spitfires.

FOR SALE:

1976 TR-7 Airconditioned- - new muffler, tires, redone engine - 63,000 miles. Must see and drive to appreciate. Call Bud Arey (913) 888-5738