

NEWSLETTER

Volume IX Issue 1

September 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 NOTES

They always say that "bigger is better" and this years All British Meet certainly proved that those old sayings have alot of merit. For those who missed it, I can only say the show was an experience that may never be duplicated again. Not only was there perfect weather and more cars (and more Triumphs) than ever, but there was the greatest assortment of truly rare and beautifully restored cars that have ever been assembled in this part of the country. Ricci and Maurice deserve our congratulations and thanks for their dedication and hard work. We thank you!

Another item of hard work and dedication concerns our own Board of Directors and newsletter Editor. The current two year terms end this month and the new board will be installed at the November dinner. To date we have not had anyone come forward and volunteer to take over these all important club positions. We must hear from you this week so we can make up the new board. Please give me a call.

My one last duty is to complete our club jacket orders. Those who ordered jackets and have not attended a function to receive theirs may call me at home and arrange to pick them up. We are also taking new orders for another group of jackets so let me know. This may be the last batch and we could have them before Christmas if you call today.

This is my next to last Director's Notes so I want to personally thank the group of hard workers that took care of the tent at the All British and helped us get all these new members. We all owe a personal thanks to Herb and Wanda for their time and hard work, making our club the best represented at the show. Their dedication and willingness to share with our members is an inspiration to us all.

Enjoy Lifes' Triumphs!
Gary Davis, Director

* * * DUES ARE DUE * * *

During the last year we have simplified our procedures for collecting annual club dues. All membership dues are now due on September 1 of each year. This saves your Treasurer a considerable effort in keeping track of member's anniversary dates, and eliminates the need for individual notices which often add to our mailing costs. You will no longer receive any notice other than this request (maybe a reminder in a later edition) in your newsletter. Please send your check now for \$ 12.00, payable to Kansas City Triumphs,

to: Bob McBean
8221 West 101st St.
Overland Park, Kansas 66212

Your early response is appreciated!

PAST EVENTS:

Evening in Shawnee Mission Park and Theater - July 13

The day started badly for me and our picnic and evening at the Theater in the Park. The shelter house numbers had been changed from the map which I used to give directions. I think that everyone found us (I hope so anyway) and either joined us to talk or to picnic. Sorry about the directions!

Most of the members adjourned to the shelter house where the KC MG Club was having a Tech Session by Dan Dickinson, for some visiting before moving on to the Theater. This was the next unfortunate part of the evening; because of the poor traffic control, we waited in line for an inordinately long time and I kept watching my temperature gauge rise. I knew my fan belt was slipping and had used some belt dressing on it before we left, but I hadn't counted on waiting in line so long. The car didn't over-heat completely but I was very close. I guess that the next project is a new fan belt. The old one isn't very old but it stretched to the point where I can't tighten it any more. I guess I will try one of those Gates slotted belts.

We had an enjoyable turnout of people and cars. Not everyone went to the stage production of "Annie", but we had a pretty good-sized group. They always say that things come in threes and since I figured I had had two problems so far for the evening, I wondered what would be next. And folks, if you could enjoy a relaxing evening with those thoughts on your mind and sitting just behind a past-due Joni Wilson - and although it might have been a club first - I watched the play with my fingers crossed. Don't laugh, because by the time we left the park, it was almost July 14 and if you notice the announcement in this newsletter, Brianna Jean Wilson was born on July 15. Fortunately nothing else happened and Joni made it home - as I look back, it was an enjoyable evening with pleasant company.

Swimming Party at Bob and Esther White's - August 17

Bob and Esther White again hosted us to an evening in their beautiful pool. The food and company were both in good taste and everyone seemed to have a good time, even though I noticed several being very timid about getting into the pool - I was one of them and the water was cold. I had a little help in getting into the pool - Esther's grandson pulled a sneak attack as he jumped in for a real splasher just as I was gradually working my way into the pool. One of the highlights of the evening was the phone call from Paul McBride who was at the VTR National - he knew how much fun we were having and got lonesome. Paul's report on the National follows. As gracious as the White's were, I was sort of disappointed - Bob White was not involved in a restoration of any type, not even a lawn mower! Come on Bob - you can't retire yet! Just joking about being disappointed, but I really did look forward to see what Bob would restore next. Wanda Moore's cake sort of finished off the evening for what had been a very enjoyable afternoon and evening. Thank you, Bob and Esther White, for your gracious hospitality and an enjoyable event.

ANNOUNCEMENT:

This has to be listed as past event. T.R. and Joni Wilson would like to announce the birth of their daughter - Brianna Jean Wilson. Born July 15th, weighing 7# 14oz. Congratulations T.R. and Joni, and also to Big brother Tristan.

Reported by Paul McBride

Picture a Triumph enthusiast's heaven, where nearly all parts ever made for Triumphs exist under one roof, neatly shelved and binned, and bearing original factory numbers. Let your imagination run with rows of every conceivable body piece, brake drums, windscreen glass, engines, transmissions, rubber parts, upholstery, hardware of all descriptions, nuts & bolts (the little pointed kind), pistons, valves, obscure remanufactured trim parts, etc. Are you dreaming yet? Well folks, it's not a dream. The Triumph paradise exists and it's called the Roadster Factory..... just 30 miles from this year's National VTR Convention.

The 3-day meet was the largest ever and quite exciting, but the highlight for me was motoring through the rolling hills of Pennsylvania to an obscure crossroads, 2 lefts, up a short gravel drive and, surrounded by corn fields, the Roadster Factory. Past the showrooms, offices, computers, etc. stood rows and rows and rows of automobile pieces, and everyone of them belonging to Triumphs! Out on the lawn 3 large tents were planted covering rows of tables and chairs. Everyone was given a glass Triumph mug and beer, barbecued ox, corn-on-the-cob, baked potato, etc. After dark, a fireworks display and live entertainment complimented a perfect Triumph evening. Some statistics: 750 people served, 720 mugs given away, 14 kegs of beer consumed. A wonderful party!

The meet tally showed 270 registrants (over 100 more than ever before) and 200+ Triumph motorcars.

40 - 2's & 3's	20 - 7's
25 - 4's & 4A's	13 - 8's
6 - 250's	15 - GT6's
50 - 6's	4 - Stags
15 - Spitfires	5 - Historic

All of these cars arranged in semicircles made an impressive sight at the Concours. I will not soon forget the sight of 50 TR6's in a row.

One of the sensations of the meet was a 1937 14/60 Dolomite Saloon freshly restored, from Davenport, Iowa. Jeff Dietz has spent 10 years in the restoration, and it is very original and very correct. The only piece missing when shipped from England was the 8-day clock (stolen by dockworkers). Jeff now has obtained 2 spare clocks. The interior is original albeit leather that needs rejuvenation. It is a spectacular car in spite of Triumph's controversial "Waterfall" grille which looks better in the flesh than in pictures.

Other historic cars included a 1960 TRS - factory prototype with the "Sabrina" twin-cam engine - long thought to be extinct. Only four were made, and this one looks just as it did when racing at Le Mans. The owner raced it at the Pittsburgh Vintage Grand Prix on Sunday - quite a nostalgic sight, although it retired with mechanical difficulties.

Steve Rossi brought his 1930 Super Seven Tourer, a surprisingly small car in the flesh - bringing new meaning to the term "close-coupled". A right hand drive Standard Ten was interesting though definitely not a Triumph, as only those exported to the states with L-drive were badged as TR 10's.

There were a few downers: A painfully long banquet and awards session in which most speakers thanked their family and friends and told long woefully hard-luck stories. Lack of printed maps and directions to the drag race - auto-cross location. And a torrential pour in the middle of Concours, which is

a bit of a tradition with the VTR Nationals.

The uppers: An excellent swap meet with parts, literature, models, T-shirts, etc. and national vendors, Moss and Roadster Factory. The Roadster Factory filled the ballroom at the hotel with parts for sale all three days - none were sold at the party.

Meet registrants came from as far away as Florida, Kansas (yea), California, Hawaii, and England. This having been my 3rd National, I can report that the participants are almost always jovial and interesting people. Charles Runyon kept the Roadster Factory wide open with no security throughout the party and reported no difficulties with theft, etc. I can recommend the VTR National as a fun Triumph weekend, with or without your Triumph.

CALENDAR OF REMAINING EVENTS:

October 5 Tour to Lawrence with car show and pot luck at the Metzger's.
(see "Coming Events")

November 15 Annual Dinner, election and installation of new officers.
(see "Future Event") Maggie Jones Restaurant.

COMING EVENTS:

October 5, Sunday, Lawrence Car Show and Pot Luck at Metzgers

Sunday, October 5 should be a fun outing with three events for the day. The first is the drive to Lawrence. This is a short pleasant drive in company with the caravan of Triumphs. The second event is the AACA Car Show, which is an interesting event in itself with a variety of cars and trucks as well as a display of miniatures and models.

Lynn and Susan Metzger have invited us for the third event - a pot luck at their home. They will furnish a brisket, so bring a dish to share that will go with the brisket and your own drinks. The Metzgers will meet us at the show and furnish maps of the route to their home.

We will convoy down together. Meet at 9:00a.m. (Sunday Oct.5) at Zarda's Bar-B-Q, 87th & Quivera, just west of I-35 at the 87th street exit. If you can't convoy with us but can come later, Lynn and Susan Metzger's address is 1921 West 3rd Terrace in Lawrence, Kansas. Phone (913) 843-3903. The car show itself is at the fair grounds - just off highway 10 on the south-east side of Lawrence.

FUTURE EVENT:

Annual Dinner, Saturday November 15 - Maggie Jones Restaurant

Advance notice is given for the annual Dinner Meeting so you can mark it on your "must do" calendar. This is one of our most important events as well as a fun time. If you have slides of the past year's events, please plan to bring them. Details of the Dinner will be in the November Newsletter, but I am telling you now because you need to plan ahead for this event. We will also have election of, and installation of new officers.

ALL BRITISH CAR MEET August 30-31

The fifth annual All British Car Meet is now history, but memories will linger through the winter, of the cars, people and events, and will probably inspire a restoration or two as well as inspiration for those who realize that a bit of detailing is in order.

The show, the weather and the people were all outstanding. Numbers alone would have made the meet outstanding. I counted sixty plus Triumphs parked in the general vicinity of the K.C. Triumphs hospitality tent and a few more timid souls were parked in the street. They missed the fun of being a part of the group. Among the Triumphs were two cars, which many only get a chance to read about in Paul's articles or in the many Triumph history books on the market. I am referring to Bob and Esther White's beautiful 1950 2000 Salon, which many of us have seen before, but it is still a rare automobile - we're just spoiled! Parked next to the Salon, and creating a stately pair, was a 1937 Dolomite with the waterfall grill, owned and restored by Jeff Dietz of Davenport, Iowa. This is the same car that Paul McBride told about in his excellent article about the 1986 VTR National. I can't describe these two beauties as well as Paul, but for those of you who were there - you saw two rare and beautiful Triumphs. For those of you who missed the show, you missed the Triumphs as well as some equally rare cars among the other Marques at the show. It isn't common to see one three-wheel Morgan, but there were three of them representing three different years - and it wasn't the Morgan Nationals either!

To go through and try to pick the best cars was an onerpowering task, and not surprisingly, the awards by different groups picked different cars for the many awards. A big congratulations to all of those who brought out their cars and special congratulations to the following Triumphs and owners:

Lynn and Susan Metzger who won second place in the Peoples Choice with their beautifully detailed white 1960 TR-3A.

John Fasnacht whose green 1960 TR-3A won the Victoria British Triumph trophy. (I really think the "Teddy" in the front seat gave John the edge in judging.)

Robin Swaysland from Florissant, Mo. received the BRP (British Restoration Parts) trophy in the TR-7-8 class.

Floyd Reichardt, whose red 1962 TR-4 won the BRP trophy in the TR-4 -4A-250 class. (I guess I'll have to get mine painted.)

Bill and Dee Unger, who won the BRP Spitfire class with their beautiful 1976 Spitfire.

Bob and Marilyn McBean, whose fantastic red 1976 TR-6 won the BRP -TR-6 class. If you missed it, Bob who is our club's treasurer, hurdled the rope barrier to take his trophy.

Herb and Wanda Moore, whose snappy yellow 1959 TR-3A won the BRP award for the TR-3 class. (Of course he had Pat & Mike to help.)

Our congratulations also go to Jim Brady whose Triumph was one the winners in the afternoon rally. While mentioning winners, I think it is appropriate to mention that a 1979 Triumph motorcycle was the top cycle at the show. I an sorry but I don't have any results of the autocross, so I don't know if we had any trophies there.

Within the club, the following awards were made:

Bob White, 1950 2000 Salon

Jeff Dietz, 1937 Dolomite

John Fasnacht, 1960 TR-3A

Chuck and Robyn Cobb, 1964 TR-4 Surry Top
Linda and Larry Birks, 1968 TR-250
Paul and Stephanie Kanchier, 1976 TR-6
Bill and Dee Unger, 1976 Spitfire
Matt Quesenberry, 1969 GT6+
Robin Swaysland, TR-8
John and Gayann Hamilton, 1973 Stag
Larry Mokofsky, Inspiration for his 1961 TR3A

Special thanks and congratulations for a job well done to Ricci and Marice Ballesteros who represented K.C. Triumphs as chairpersons of the event. They represented the Austin Healey Club last year, but I believe they did even better this year. I mentioned numbers earlier - over 300 British Cars as well as I don't know how many British Cycles. Thank you, Ricci and Marice, for a lot of hard work. Thanks also to Larry Mokofsky (MOKO) for also representing the K.C. Triumphs as one of the directors of the meet.

While I am passing out thanks, I have to single out Herb and Wanda Moore. Herb and Wanda are Mr. & Mrs. K.C. Triumphs at the All British Car Meet. A special thanks to two extraordinary people who are one of the reasons why the K.C. Triumphs have more fun, and why the K.C. Triumphs hospitality booth was such a popular place. And when Herb brought out the "buckets" Saturday eve, you would have thought that there had been an announcement on the P.A. system.

Thanks also to Bob and Marilyn McBean who tended shop, signing up new members and sold flags? If anyone needs small British Flags at a bargain price - give Bob or Marilyn a call. I know that there were many of you who helped tend shop and who passed out the K.C. Triumphs friendliness. I wasn't there that much, but I saw T.R. & Joni Wilson, Linda and Larry Birks, Paul McBride and his friend Elaine, Lynn and Susan Metzger, Gary and Dawna Davis, Rick Torres and many more who stopped to say hello. This is what makes the show more than just a bunch of pretty cars. I guess I had better thank my wife Virginia for indulgence, especially during hay fever time of the year - and to Herb for not telling her that I was "junk" shopping.

All in all it was a great show - the only downer was that they forgot to include Kansas City Triumphs as one of the clubs in the program. I guess they figured that we didn't need any publicity - and maybe they're right!

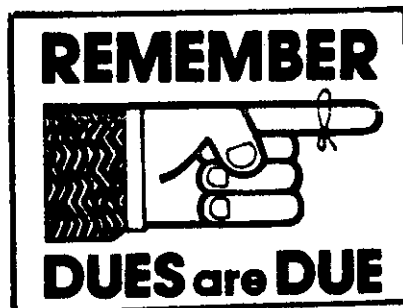
FOR SALE:

1962 TR-3B. Engine rebuilt. New clutch and brakes. Good body, interior needs some work. Red with black interior. \$3,500.00.

Roger Reinsch - Emporia, Kansas (316) 343-3406

SPECIAL NOTICE:

Paul McBride's excellent series on "The Triumph Marque" will not be included this month because of the length of the newsletter. Part V will be "The Sports-car Domination 1953-1967" and will be included in next month's newsletter.



Please add these new members to your roster and welcome them into the club.

Antonopoulos, Andy & Pat
12616 West 70 th Terrace
Shawnee, KS 66216
(913) 631-4730
1974 Spitfire

George, Al & Deanna
9636 Hayes
Overland Park, KS 66212
(913) 888-8477
1974 TR-6

Reardon, Tom
1458 Northwest Parkway
Wichita, KS 67212
(316) 722-1594
1971 TR-6 CC 54821L

Armour, Charles & Janice
111 South Eddy
Fort Scott, KS 66701
(316) 223-6759
1959 TR-3A TS 38809

Gibbons, Paul & Martha
11246 West 13th Court
Wichita, KS 76212
(316) 721-1062
1975 TR-6 CF 37588
1957 TR-3

Salamander, Tracy & Patricia
807-09 Elmwood
Kansas City MO 64124
(816) 483-6914
1970 GT-6 (2)

✓ Brady, Jim & Cynthia
6003 Pflumm Road
Shawnee, KS 66216
(913) 268-0432
1970 TR-6 1973 GT-6

Guontone, Carol
3507 West 77th Street
Prairie Village, KS 66208
(913) 341-0674
196x TR-3A

Swickard, Calvin & Judy
515 South Hill
Fort Scott, KS 66701
(316) 223-5166
1976 Spitfire 1500

Burdiss, Bob & Nori
16901 N.W. 76th
Parkville, MO 64152
(816) 891-9326
1975 TR-6 1963 Spitfire

✓ Hearty, Dennis & Pat
20008 Riggs
Stilwell, KS 66085
(913) 897-9543
1968 TR-250 CD 8200L

Turk, Bob & Barbara
447 West 62nd Terrace
Kansas City, MO 64113
(816) 333-7573
1976 Spitfire

Curtiss, Ric
2013 Jamestown
Olathe, KS 66062
(913) 782-1907
1958 TR-3A TS 27370 LO

Kancmier, Paul & Stephanie
12121 Perry
Overland Park, KS 66212
(913) 897-4097
1976 TR-6 CF 57137U

Vasey, John & Virginia
3100 24th Street
Great Bend, KS 67530
(316) 792-3735
1959 TR-3A

Downie, Scott
6424 Nebraska Court
Kansas City, KS 66102
(913) 299-8397
1969 TR-6 1975 TR-6

Lohrbach, Terry & Marlene
Rt #1 Box 443
Meriden, Ks 66512
(913) 484-3764
1965 Herald

Changes and corrections:

Hoffman, John & Amy
7125 Park
Shawnee, KS 66216
(913) 268-7350
1968 TR250 CD4712L

Unger, Bill & Dee
4235 West 94th Terr #111
Prairie Village, KS 66207

Cooper, Marlin & Pat
6740 Maurer Road
Shawnee, KS 66217

Jim Schell
c/o USCG Air Station Clearwater
Clearwater, FL 33520

PART NAMES AND ALTERNATIVES

Certain parts of motor cars are known by other names in different areas and countries. A list of the common alternatives is given below.

ENGINE

Gudgeon pin
Inlet
Piston oil control ring
Induction manifold
Oil sump
Core plug
Dipstick
Silencer
Tappets

Piston pin, small end pin, Wrist pin
Intake valve
Piston scraper ring
Inlet manifold, intake manifold
Oil pan, Oil reservoir, Sump tray
Expansion plug, Welch plug, Sealing disc
Oil dipper rod, Oil level gauge rod, Oil level indicator
Muffler, expansion box, diffuser
Valve lifter, push rods

FUEL

Carburettor choke
Slow running jet
Volume control screw
Fuel pump
Air cleaner
Fuel tank
Accelerator

Carburettor venturi
Low speed jet, Idler jet
Idling mixture screw
Petrol pump, Fuel lift pump
Air silencer, Muffler
Petrol Tank
Throttle

CLUTCH

Clutch release bearing
Clutch lining
Spigot bearing
Clutch housing

Throwout bearing, Thrust bearing
Disc facing, Friction ring
Clutch pilot bearing
Bell housing

GEARBOX

Gearbox
Gear lever
Selector fork
Input shaft

Transmission
Change speed lever, Gearshift lever
Change speed fork, Shift fork
Constant motion shaft, First motion shaft, drive gear, First reduction pinion, Main drive pinion, Clutch shaft, Clutch gear
Layshaft
Synchronizing ring
Reverse pinion

Countershaft
Synchro cone
Reverse Idler gear

REAR AXLE

Rear Axle
Crown wheel
Bevel pinion
'U' bolts
Axle shaft
Differential gear
Differential pinion

Final drive unit
Ring gear, Final drive gear, Spiral drive gear
Small pinion, spiral drive pinion
Spring clips
Half shaft, Hub driving shaft, Jack driving shaft
Sun wheel
Planet wheel

ELECTRICAL

Generator
Control box
Capacitor
Interior light

Lens
Head lamp rim

Direction indicators
Micrometer adjustment
Rear lamps
Reversing light

Dynamo
Cut out, Voltage regulator, Voltage control, Circuit breaker
Condenser
Dome lamp

Glass
Headlamp surround, Headlamp moulding
Signal lamps, Flashers
Octane selector
Tail lamps
Back-up light

STEERING

Drop arm
Rocker shaft
Swivel pin
Stub axle
Track rod
Drag link
Steering column
Steering column bearing
Steering arm
Starter tube
Steering joints

Pitman arm
Pitman shaft, Drop arm shaft
Pivot pin, King pin, Steering pin
Swivel axle
Cross tube, Tie rod
Side tube, Steering connecting rod
Steering gear shaft
Mast jacket bearing
Steering knuckle arm
Control tube
Steering knuckles

BRAKES

Master cylinder
Brake shoe lining

Main cylinder
Brake shoe facing

BODY

Bonnet
Luggage locker
Luggage locker lid
Mudguards
Roof
Nave plate
Finishing strip
Windscreen
Rear window

Hood
Boot, Luggage compartment
Boot lid, Rear deck
Quarter panels, Fenders, Mud wings
Canopy
Wheel disc, Hub cap
Moulding, Chrome strip
Windshield
Rear windscreen, Rear windshield, Backlight
(N.D.V.) No draught ventilator
Fenders
Harness
Trip recorder
Hood latch
Paraffin
Trunk

Quarter vent
Bumpers
Loom
Odometer
Bonnet catch
Kerosene
Boot



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Editor: Richard Peak (913) 236-7069

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*You are invited to
Kansas City Triumphs'
Annual Dinner Party
at
Maggie Jones Restaurant
6301 Troost
Saturday, November 15, 1986
7:00 p.m. Social
7:30 p.m. Dinner*

*\$12.50 per person**

*R.S.V.P. By November 10
to Bob McBean
8821 West 101st Street
Overland Park, Kansas 66212*

*Checks payable to:
Kansas City Triumphs*

* includes tax and gratuity

DIRECTOR'S NOTE:

There is one last favor that I can ask before turning over my duties to the new Director of Kansas City Triumphs. I want each and every one of you to take that little extra time and show us your support for the club. I realize there will always be conflicts between our events and your other activities, but it takes very little time to show that you are truly members of our club. Just a few minutes will put your dues in the mail, so that you continue receiving the newsletter, you might order those club jackets you want, or you might send in the check for the dinner today and help us plan the event better. It's always easy to say that you will get to it tomorrow, but, those can be famous last words when things never get done. Please keep current on your dues and be extra sure not to miss the dinner because of late reservations.

I must thank all of you for your support and encouragement over the last four years and ask that the same good feelings be given to the new Director. A special thanks goes to my Board of Directors for their ideas, support and watchful eye during my directorship. I think the membership owes them more thanks than I do and I hope you will take the time to do so on a personal basis.

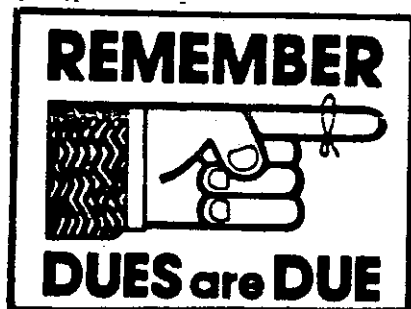
My position on the Board of Directors will change to Past Director and we will finally let Paul off the hook for now. As Richard has mentioned, the new Board will be installed at the dinner and the January newsletter will have all the information for those who miss the dinner.

I want to encourage new members to attend this year's dinner and get to know our group. There is plenty of time to meet everyone and make those important contacts with other members.

Thank you for all your support and friendship, and always remember -

Enjoy Lives Little Triumphs

Gary L. Davis
Director



"No Dues, No News"

EDITOR'S NOTES:

I have enjoyed doing the newsletter these past four years. The saying that "The more you put into an organization, the more you get out" is very true. There have been several things that I wanted to do with the newsletter that I didn't get around to doing. Mostly, it was lack of space - (it couldn't have been procrastination) - or lack of time. It is surprising how often newsletter time seemed to come around. I know it is only every two months, but it seemed when I finished one, the next was ready to be started. It is known that you need fresh ideas and new enthusiasm for a club to continue to be outstanding - and K.C. Triumphs has been. This "new blood" is needed for the newsletter as well as for the officers of the club. It is with this expectancy that we turn over the jobs and hope that there are some of you out there just waiting to get involved, so that there will be a continuing line of enthusiastic K.C. Triumph members ready to keep us strong and the interest up.

Writing this newsletter would be a real drudgery without the "Herb and Wanda Moores" and the "Rick Torres" type people supporting and participating in the club. I didn't mean to single them out, but was using them as examples. They aren't board members but are the familiar faces, the support, the encouragement and the reason for the club in the first place. They are the ones who consistently are present at the events ready to help however they can, and they lend their personalities to making K.C. Triumphs a unique, fun group. The club would be pretty boring without Robyn Cobb's dog or Larry Mokofsky's car or some of the single chaps romantic interests. We aren't just cars, but a group of people doing crazy things together. As I said earlier, "the more you put in, the more you get out" pertains to the club as well as to oil in a British Automobile!

This, my last newsletter, is a good place for some well deserved thank yous I want to than our past officers for their time, effort and enthusiasm, and a special thanks to Gary Davis. Gary was the past director, which seems like a prestigious job with nothing more to do than acting important and writing a blurb in the newsletter - tain't so! The director has to make sure everything gets done (and worry about the weather too) - the word is responsibility. Thanks, Gary, for a job well done!

I want to thank Bob and Marilyn McBean for helping me with the newsletter, maintaining the mailing roster and collecting dues. They helped staple, fold, stuff and stamp envelopes containing the newsletters and mailed them out to you eager readers.

Thanks also, to Paul Mc Bride, for his book reviews, trivia, and historical/technical articles. I enjoy and envy Paul's literary abilities - if only he could type!

Thanks to our other newsletter contributors - we need more of them: Joni Wilson, for interesting articles, Larry Birks, for cartoons and for putting the roster on his computer, and Herb Moore for tech tips, colorful invitations and of course the sips on that "bucket".

I also want to especially thank those of you who have had us into their homes or businesses. These have been special events for the club, and you have been gracious hosts and hostesses:

Linda and Larry Birks
Gary and Dawna Davis
Larry Gaines
Leo and Kandice Long
Bob and Marilyn McBean
Paul McBride
Lynn and Susan Metzger
Herb and Wanda Moore
Rick Torres
Bob and Esther White

Thanks!

PAST EVENTS: Lawrence Trip

If you remember the last newsletter, I promised a three event day for October 5. I think that I under-estimated the day. The day started with a chill in the air, but it was the first dry day that we had seen for quite a while, as eight Triumphs, 1 pick-up and one Cadillac met at Zarda's for the Trip to Lawrence. The trip itself was uneventful - just like it should be with Triumphs, and the weather was cool enough for comfortable driving.

Event two was the car show itself. This has always been an interesting show because of the variety of vehicles which show up. You never know what will be there. There were trucks, hot rods and a little bit of everything in between! There are getting to be more British cars and makes each year. Next year the MG's will be the feature marque. While wandering through the vehicles on display, I noticed fellow member Pat Moorman's car - no, it wasn't his 1974 TR-6 but rather a beautifully restored 1938 Buick 4-door.

As a special bonus this year, the AACA presented us with a check for \$10.00 for participating. Now folks, that's more like it! I've always maintained that we must be crazy to pay money to have people admire our cars. Maybe the All British Car Show could charge admission for non-participants. This would encourage people to bring their cars to get in free, and might make enough over expenses to be a pretty good fund raiser - it works for the Shriners!

Off my soap box and on to event three, which was the food and hospitality at Lynn and Susan Metzger's. Either the hospitality or the food could have been considered an event because they were both great. The only downer of the day was the loss of the Chiefs to Oakland which we were able to watch as we dined. The Metzger's have a very lovely home there in Lawrence, and Lynn keeps his garage-workshop just as neat as Susan does the inside. If I didn't know better, I would think that he never worked in the garage.

The trip home was very pleasant, as temperatures had risen to the "just right for the top down" point. In retrospect, and seeing the weather the following weekend, I think the day deserved more than a three event rating! Thank you Susan and Lynn for having us into your home. The food was delicious and your hospitality most pleasurable. I hope the new board will continue this event - it is certainly an enjoyable one!

St. Louis All British Car Meet:

I don't know much about this event except that Rick Torres with his TR-3A and Ted Honig with his TR-6 won trophies. Congratulations - tell us more about the trip.

MEMBERSHIP NEWS:

Welcome to the following new members:

Brehm, John and Mary
4120 Munson
Topeka, KS 66604
(913) 272-0724
GT6 Mk3 1972

Reichardt, Floyd and Polly
7615 West 88th St.
Overland Park, KS 66212
(913) 631-4646
TR-4 1962 GT2329L

Robinson, Vernon and Georgia
2439 Poplar
Kansas City, MO 64127
(816) 241-0536
Spitfire 1500 1979

Whiteman, Dave
5548 Hayes
Merriam, KS 66203
(913) 677-0342
GT6+ 1969 KC52188L

The Robinsons went with us to the Lawrence Car Show and pot luck.

Change of address:

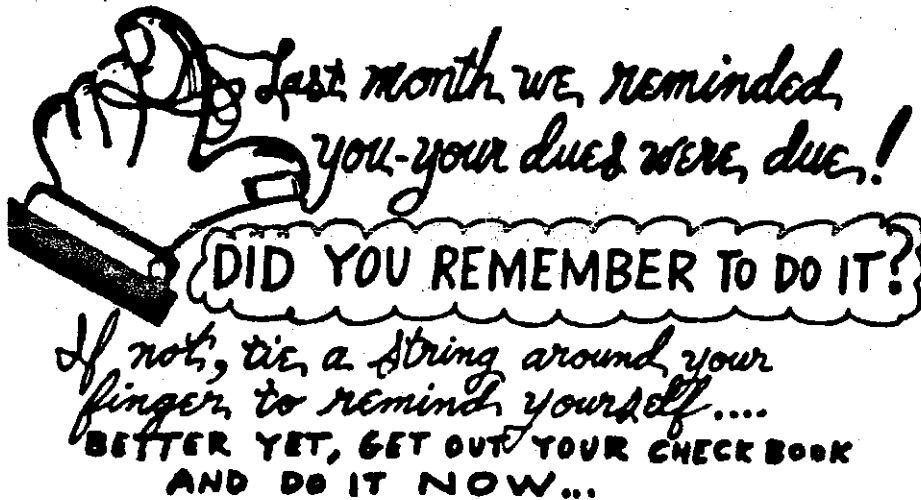
Kent Foster, Zip code should be 66214

Legaard, David & Janice
Rte. 3 Box 157
Smithville, MO. 64089

Canaday, Mark and Vicki
5231 NW Courtland
Topeka, KS 66606

Please send us your new telephone numbers.

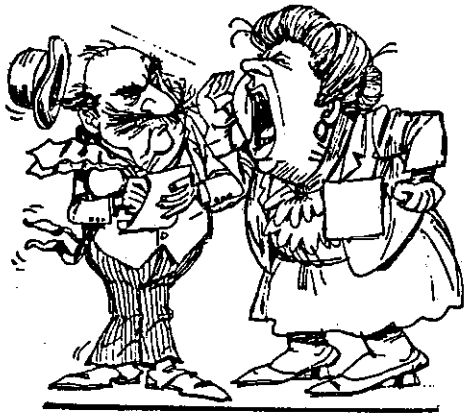
While on the subject of membership:



All membership dues are now to be paid on September 1 of each year. If you haven't yet paid, please send your check now for \$12.00, payable to Kansas City Triumphs, to

Bob McBean, Treasurer
8221 West 101 st Street
Overland Park, Kansas 66212

ANNUAL DINNER and Installation of new Officers.



"I do believe she wants to go to the Triumph dinner!"

Each year we top off the calendar of events with a dinner to gracefully wind down the driving season and promise each other that we will renew our Triumphs — before the first spring driving event. As the front page of this newsletter explained, you have been invited to this years gala event which is to be held at Maggie Jones Restaurant.

Larry Gaines has prepared a special menu with three dinner selection choices: K.C. Strip Steak
Chicken Oscar
Lemon-Sole Oscar

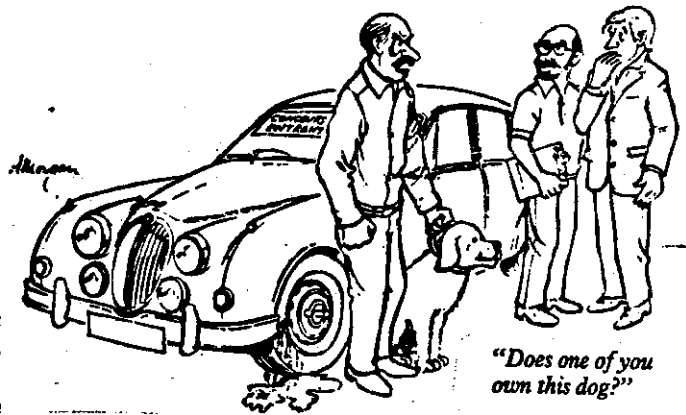
From past experiences, I can heartily recommend the food at Maggie Jones, and Larry has given us a special price. Slides of the year's events and Triumph talk will be furnished free - you'll be sorry if you miss this event.

FOR SALE: TR6 1972 in good shape. Blue with black interior. \$2,800.00
Call Andy 661-9204 area code 913
Andy Parish
10804 Hemlock Apt F
Overland Park, Kansas 66210

HARRAH'S TR-2

One of the vehicles in the famed Harrah's auto collection in Nevada was a 1954 TR-2. That car, along with many others from the collection, was recently auctioned off. The bidding, when it was finally over, stopped at \$14,000 and the car is now the proud possession of Tom Householder from Lancaster, Ohio. Tom, a member of the Triumph Register of America, is an ardent Triumph lover, especially of the early TR series.

The car, which has traveled less than 8,000 miles in its history, is currently on display at The Roadster Factory in Armagh, Pennsylvania. Other than doing detail cleanup, Tom is going to leave the completely original TR-2 exactly as is since it provides a rare opportunity to examine and document many of the aspects of the early TR-2.



"Does one of you own this dog?"

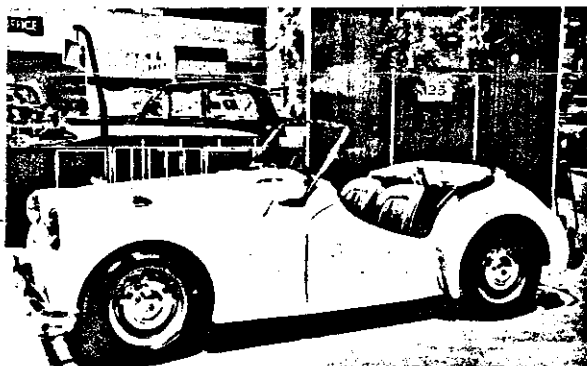
Dues are Due

THE TRIUMPH MARQUE

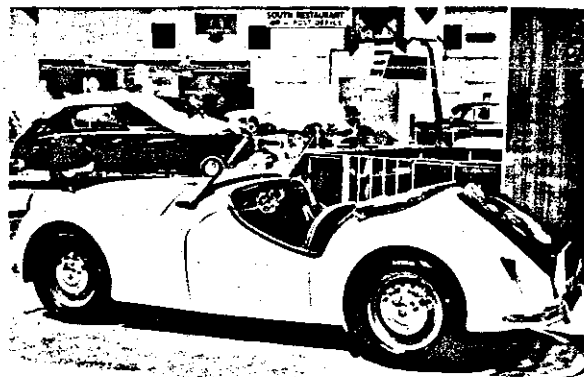
By Paul McBride

PART V: THE SPORTSCAR DOMINATION 1953-1967

It eventually became quite clear that the future of Standard-Triumph lay in the name Triumph, although Standard sedans and commercial vehicles were produced through May of '63. However in 1952, the post-war Triumphs had not been a success. Sir John Black, jealous of MG, Morgan and Jaguar, was determined to try again with a Triumph sports car. Walter Belgrove was directed to design a light, high performance sports car and to do it cheaply. The design team was to use as many existing 'off the shelf' chassis parts and assemblies as possible.



20TR

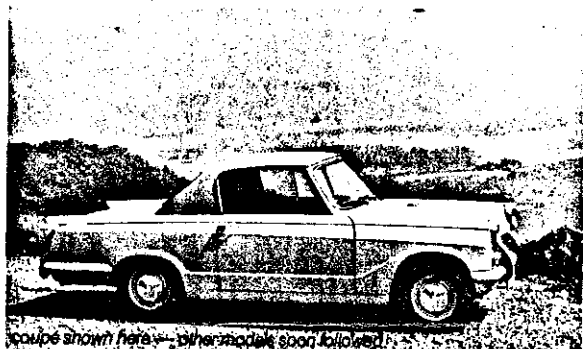


Thus was born the prototype 20TR (TR1), featuring a Vanguard engine, Mayflower front suspension and rear axle, and British proprietary fittings. Production on the extensively developed and brilliantly promoted TR-2 began in July of 1953. Road test reports were very positive. It was a genuine 100 mph performer, very rugged and attractively priced. "Road and Track" tests in May of '54 shows the TR-2 out accelerating all stock American cars, and their 1957 TR-3 text ends with the statement: "In it's price class, it has no competition, and as a competition-fun machine it has no equal - in terms of performance per dollar."

While the TR-2, 3, 3A & 3B are basically the same car, there are obvious changes at each consecutive number and letter designation. There were also numerous modifications within each model, all of which can be traced in the excellent factory parts catalogue. For example, the TR-3 changed heads 3 times early on, brakes once, and rear apron once. The most recognized changes came with the TR-3A - wide stamped grille, door and trunk handles, different seat design and side curtains.

Production of the 3A series was cut drastically at the end of 1960 and although cars were sold into 1963 here in the U.S., the TR-4 was in production in late 1961. TR-4's were, in a nutshell, civilized 3's. With all enveloping Michelotti bodywork, roll-up windows, fresh air heater and vents, they were more comfortable and modern sports cars. The important mechanical changes were rack and pinion steering, all synchro transmission and (4A) independent rear suspension. A slightly wider track gave them marginally better handling. Again numerous changes were made in the course of the run, ie. carbs, seats, ball joints, tops, rear suspension, dash, trim grilles, etc. The TR-4 and 4A were well received, inspite of dealers apprehensions that they were too "soft", and sold some 68,000 units through 1967.

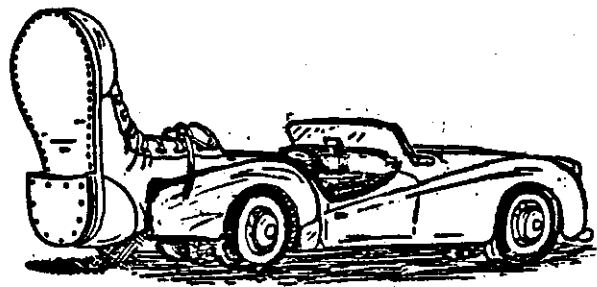
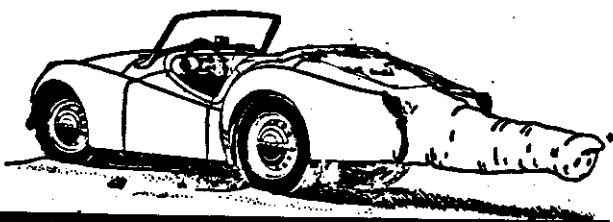
Performance of the TR's from 1954 to 1967 had changed very little and while spectacular in '54, it was only adequate in '67. Future plans by the factory (which had been taken over by Leyland in 1961) intended to rectify this inertia. In the next issue we'll examine the results.



TR's were not the only Triumph sport cars in this era, as Leyland commissioned in 1961 the development of a small inexpensive sports car to compete with the Austin Healey Sprite. Code named the "bomb", it's better known as the Spitfire and began production in 1962. It was based on Herald mechanicals with sexy styling by Michelotti, and went on to become the best selling Triumph sports car ever! Heralds were light weight, unit body sedans - the bread and butter cars of Standard-Triumph (Leyland) from 1959-1970. They were powered by small 4 cyl engines of 948 to 1300 cc, featured all independent suspension and an incredibly short turning radius - interesting but definitely not sporting. The Spitfire was a repeat of the TR-2 story - incorporating mundane sedan parts to come up with the best performing and most rugged of the low priced sports cars of the day. An "X" frame supported the suprisingly roomy body. (I had more room for luggage in an early Spit than in my TR-3.) The engine was a 2-carb tuned version of a Herald 1147cc, and gave performance comparable to an MGA and much better than the Sprite.

Triumphs of the '50's and 60's were active in international rallying and racing. Factory sponsored cars did well at Le Mans, Sebring, SCCA, and club racing in England. Much of the Triumph reputation for reliability was based on customer success in many forms of motorsport. Some highlights: Sebring - 1st, 2nd, 3rd and 1st GT TR-3 (1957); Le Mans - team prize and highest British finish TRS (1961); (TRS's were factory racers equipped with the double overhead cam "Sabrina" engines) SCCA National 1st TR4 (1962-1964) and Spitfire (1964); SCCA champion in its first year - TR-4A (1965). The list could go on and on - suffice to say that Triumphs were once again real sports cars and for the 1st time in history - world famous!

Next issue: 1967 to the end.



These two versions of Triumphs were original designs and were for home and for shipment to the U.S.A. Can you identify which version was which?(ed.)



NEWSLETTER

VOLUME IX ISSUE 3

JANUARY 1987

A LOCAL CHAPTER OF V.T.R./T.S.O.A.

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Director: T.R. Wilson (816) 796-9104

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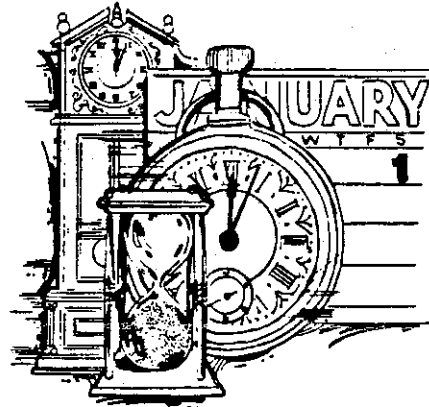
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CALENDAR OF EVENTS

****JANUARY 18, 1987****

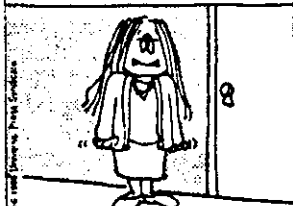
General Club Meeting

January 18, 1987

KC Classic Auto Display
10101 Lackman Road
Lenexa, KS.
Time: 2:30 P.M.
(I435 & Lackman Rd. Exit)

!Plan to be there, we need your input and ideas for the 1987 driving season!

THE PROFESSIONAL BUSINESS-
PERSON: MENTALLY PSYCHED
... DEFENSES PRIMED... MUS-
CLES TENSED... NEGOTIATING
SKILLS POISED LIKE LASERS
AT THIS, HER FIRST ASTOUND-
ING CHALLENGE OF THE YEAR...



Your Editors

DIRECTOR'S NOTES:

1986 is over, but the memories of a great Triumph year will linger on. With a little effort 1987 can be just as fun.

With new help on the Board of Directors for 1987, we will be striving for new, exciting and fun events for our club. This is one reason the Board decided to have a general membership meeting in January; to get ideas from as many members as possible. In the past there seemed to be a core group that have made all the events; with a small few who attend one or two activities. Our goal will be to draw out those members who rarely attend club functions.

The K.C. Triumph Club has always been known as a drivers club. We do have some display activities, but most of us like to drive our cars. I'm not talking about racing, though some like to drive faster than others, but more a pleasant country drive with the top down. This type of activity does not require a 98 point show car, folks. Though we have some beautiful cars in the club, many of you know my own car won't take any awards. My only care for now is that the car is mechanically safe. My point is, driving a Triumph is fun, no matter what the appearance is. And if your Triumph is down for something serious - bring the family car. At our first Club rally (1978?) - we drove a SAAB, and with two kids, sometimes it's a necessity. (At least till I get two seatbelts in the rear of TR4.)

Please come join us as we move into 1987.

T.R. Wilson

EDITOR'S NOTES:

First, congratulations to the newly appointed officers of the Kansas City Triumphs, and many thanks to the the outgoing officers who have dutifully strived to make the club what it is today.

We would also like to thank the individuals who have through the years contributed to this newsletter with their articles, cartoons, etc., and hope that you will continue to support our efforts during 1987.

Putting a newsletter together is, we are discovering, no easy task. (Right Richard?) We are beginning to wonder if we did the right trade off with Gary. But, what is done is done, and we will do our best to bring you a quality product.

For beginners, you will notice we have changed the format somewhat. This new format is by no means definite and some future changes may be made. We are trying to provide you with the same or increased information but using less pages, in order to reduce our high mailing costs.

Thank you and see you at the General Meeting on Jan. 18th.

Ricci Ballesteros

NO DUES - NO NEWS

Just a reminder to some of you that by the time you receive this newsletter, your renewal for 1987 membership is past due. Please bring your check to the January meeting or mail it to Bob McBean if you have not done so yet. If payment is not received by Jan. 31, your name will be dropped from the mailing list and the Club Roster.

COMING EVENTS

JANUARY 18TH, 1987

GENERAL CLUB MEETING

K.C. CLASSIC AUTO DISPLAY,
10101 LACKMAN RD.
LENEXA, KS.
888-1234
(I435 & LACKMAN RD. EXIT)

2:30 P.M.

This is the first general meeting the club has held in quite some time. The K.C. Classic facility was offered for our club use by Mr. Dick Gruber. Their's is a new business, but should prove interesting as they belong to 24 different car clubs. I would venture to say that Mr. Gruber is quite a car enthusiast.

The purpose of the meeting is two-fold. The first and foremost is to plan our calendar of events for 1987. In the past the Board of Directors have chosen our activities, and with a great deal of success I might add. But, we are running out of ideas! So put on your thinking caps and let us all know what you would like to do or where you would like to go. If you just cannot attend the meeting but would like to contribute, please contact a board member. We would also like to hear what you have liked and disliked about meetings and events in the past.

We've planned around the football games, so please plan to attend. There will be no activity in February to allow planning time after this meeting. Snacks and soft drinks will be provided by the Triumph Club.

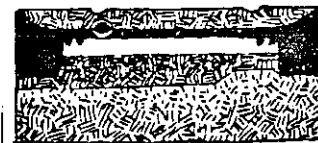
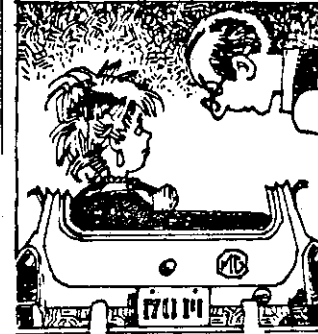
It's your club, your help will make it work. See you there!

ARTICLES OF INTEREST

Ever wonder why rag tops offer certain advantages over hardtops. Read on.....

A Jolly Good Show

The following Reuters dispatch is reproduced in its entirety from *True Remarkable Occurrences*, compiled by John



Train and published by
Clarkson N. Potter.

LONDON—A tiny sports car leaves a lot to be desired as a midnight trysting spot, two secret lovers have learned.

Wedged into a two-seater, a near-naked man was suddenly immobilized by a slipped disc, trapping his woman companion beneath him, according to a doctor writing in a medical journal here.

The desperate woman tried to summon help by honking the horn with her foot. A doctor, ambulance driver, firemen, and a group of interested passersby [including women volunteer workers who arrived to serve tea, the *Sunday Mirror* reported] quickly surrounded the car in Regent's Park.

"The lady found herself trapped beneath 200 pounds of pain-racked, immobile man," said Dr. Brian Richards of Kent.

"To free the couple, firemen had to cut away the car frame," he said.

The distraught woman, helped out of the car and into a coat, sobbed: "How am I going to explain to my husband what has happened to his car?" ●

PAST EVENTS:

Our 1986 Annual Dinner and Christmas Party was held at Maggie Jones Restaurant at the Landing on Nov. 15th. Many thanks to Larry Gaines, Triumph Club member and restaurant owner for some excellent food and service. It was a wonderful dinner, as usual with Larry's restaurant. Don't forget that Maggie Jones is moving to it's new location at 95th and Nall in Overland Park.

As usual our party was well attended and provided us with the opportunity to see our friends and exchange our last Triumph stories for the year, as well as to view some very good slide presentations by Gary Davis on our Ozark trip and Ted Honig on the All British Car Day in Memphis, to which he and Mariann drove their beautiful TR-6 to this past year. (We won't mention some of the more embarrassing slides!)

During the dinner Gary Davis, our outgoing Director introduced the new officers of the Club and proceeded to turn the Board over to T.R. Wilson, our incoming Director. Gary further notified the attendees that he had assumed the chairmanship of the Kansas City All British Car Club Association for the year 1987.

Gary then announced Ted Honig as the new Vice President, Ricci and Marice Ballesteros as the new newsletter editors, and Bob and Marilyn McBean will continue as Treasurers. As usual it was a successful dinner and a good way to toast the old officers, and welcome the new.

NEW ROSTER

Included with this newsletter is our new 1987 roster of the Kansas City Triumphs Club Members, their addresses, and their cars. Please review it and make sure your listing is correct. If corrections are needed or information is incomplete, please contact Bob McBean or any of the Board Members.

HATS OFF TO GARY DAVIS

After four years as Director of the Kansas City Triumph Club, we all thought Gary would retire, right?

Not So!!

When the All British Car Meet needed a chairman for 1987, Gary answered the call. This is not an easy task, and the event requires you to devote a large amount of time to it. So if Gary call needing volunteers, please lend a helping hand.

Note: This will be the Sixth Annual All British Car Meet, and the fourth time someone from the Triumph Club will have chaired the event.



WARREN WEITH



The disappearing car nut.

• Where have all the car nuts gone, each and every one? This, possibly, is a question asked only by old cranks. It popped into mind while eavesdropping on a conversation between two young men at a local watering hole recently.

What prompted this ungentlemanly conduct on my part was the fact that the talk was about cars—though at first I had thought it was about a home entertainment center, because phrases such as “Dolby sound,” “quadraphonic speakers,” “modular phone,” and “Recaro seating” kept coming to the fore. I waited, all ears, for the talk to move to things like power-to-weight ratios, unsprung weight, overhead cams, torque curves, and other magic words that seemed to fill me with awe when I was their age. It never did.

I wondered what they would think if I interrupted to ask if they changed to hot plugs when faced with a lot of city driving, or if they knew the real secret involved in balancing twin SU carburetors. Or if they knew the SU carburetor at all. They probably would tag me as a crazy, gray-bearded gnome, one of those “walkie-talkies” you see in the great cities of America.

But the SU carburetor! Surely they would know about that. Books had been published, magazine articles by the score. It had been a red-letter day when I mastered the SU. Its tapered needle, hydraulic dashpot—filled with a very special oil. Oh, I had a wonderful time with that amazingly crude device. And when you had worked your way up to owning a car that had two of them—which had to be balanced—life just couldn't be any richer.

They required attention. Had to be kept sighing and sucking up that 40-cent-a-gallon high-octane in unison, which meant almost daily twiddling. An avocation for a car nut. And a vocation for the hairy-handed local Englishman who periodically put it all right after you had reduced it to something that spat and banged through the bell-mouthed air intakes.

Then there was something called, if memory serves, a Tecalemit fitting. This

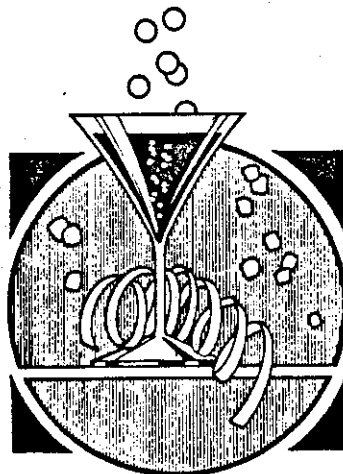
little brass doodad let you adapt a lever-action grease gun to any of the chassis's lube fittings. And any vehicle worthy of a car nut had dozens of those little darlings. It was glorious! You could roll around under your machine working the lever of the gun until each fitting went “pop” and deposited the excess on your upturned face. Wonderful! What a sense of accomplishment. How smooth the steering, how supple the suspension when you were done. Until the first stretch of rain-swept road washed all that lovingly deposited grease away.

Then there were oil changes, valve adjustments, and the never-ending search for spark plugs of just the right temperature range. It was all a wonderful worry. Not to mention tires. Dunlop? Pirelli? Possibly Michelin? A constant source of conversation—even though you could only afford one at a time, which drove the struggling dealers of these odd brands up the wall. If all this seems a bit obsessive, all I can say is that it didn't at the time.

What did seem obsessive, at the time, was my friend Gordon—and his race car. Gordon lived in a two-room walk-up apartment in Greenwich Village. Gordon was a good type, but I did think he suffered a bit from monomania.

You see, he was building a Formula 3 single-seat race car in his tiny, glorified bed-sitter. Space wasn't the big problem, though. A Formula 3—the granddaddy of today's Formula Ford and Formula V machines—was a minuscule and fairly simple amalgam of parts powered by a hefty single-cylinder motorcycle engine mounted about two inches behind the driver. The size, in a word, was right, considering the factory space Gordon had available.

It was the welding, brazing, burning, hacking, and sawing needed to achieve that size where the difficulties came in.



Happy New Year!

Gordon, in his lock-step march to the starting grid, just hadn't bothered to tell his landlord, or the other tenants, about his little hobby. This slight memory lapse necessitated scheduling various bits of construction during the absence of neighbors, hiding large chunks of race car on the days the landlord was due, and hauling sheets of aluminum up the air shaft. I suppose it helped that the owner/builder/driver was a packaging engineer in the real world.

At any rate, all the finished pieces were finally lumped down the stairs to the street, and everything, wonder of wonders, fitted together perfectly. There it was: a race car built in a Greenwich Village fourth-floor walk-up. By a world-class car nut.

Not quite in the same league, but close, is the Prince of Polish. He shall remain nameless because he happens to be my brother-in-law, and he'd probably seek legal counsel if I invaded his privacy. But that's not the point. What is, is the way he kept an early Porsche he once owned. It sat alone, locked away in the family garage. It was used only on state occasions. When undergoing a polish job, an act that resembled a religious ceremony, its small bits of chrome were removed so that the sheet-metal underneath could also receive its share of buffing and stroking.

But the high point was when the owner realized that, every time the garage doors were opened, dust, and possibly the spores of rust and deterioration, wafted in and fell on his car. His answer was to set a track in the ceiling—much like those that encircle hospital beds—so that the car could be completely enclosed from floor to ceiling by heavy canvas drapes.

Effective? Yes. Obsessive? No, not if you're working your way up into today's small world of the complete car nut. Why has car nuttiness waned? Where are the newcomers, the beginners in the noble observance of automotive worship?

I think they've been stunned and frightened away by science. If not stunned, at least blinded. Take what happened to me not too long ago.

I was driving a new car through one of those end-of-winter days when everything that has been frozen and stuck to the road suddenly becomes unfrozen and stuck to one's windshield. Not many miles went by before the windshield washer went dry. No problem, thought I. I'll just nip into the next service station, pop the hood, and then fill the little plastic bottle. Not a bad scenario. Except that I couldn't find the bottle among all that high-tech hooaha. Neither could the young pump jockey.

I put it to you: where, and on what sort of vehicle, can today's neophyte car nut learn the rudiments of his art? Now, if a business can be built around renting and leasing pre-dented cars (see Rent-a-Wreck and its various imitators), surely there is money to be made by selling or renting pre-high-tech automobiles to people who yearn to become auto addicts.

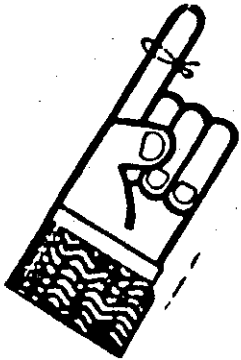
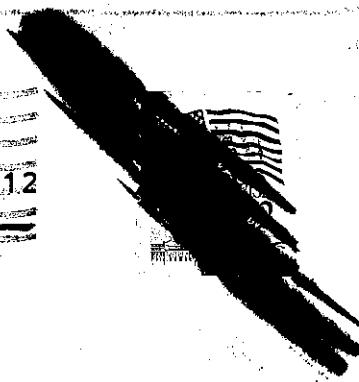
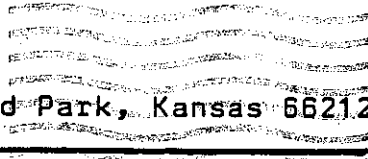
JANUARY 1987
VOLUME IX ISSUE 3



NEWSLETTER

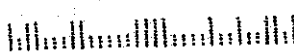


8221 W. 101st St., * Overland Park, Kansas 66212



NOTE! NEW
RETURN ADDRESS

Paul McBride
3240 North 66th
Kansas City Ks 66104





NEWSLETTER

VOLUME IX ISSUE 4

MARCH 1987

A LOCAL CHAPTER OF V.T.R./T.S.O.A.

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Director: T.R. Wilson (916) 796-9104



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Herb Moore

CALENDAR OF EVENTS

MAR. 8 (Sunday)

Auto Finish Tech Session
K.C. Classic Car
5435 & Lackman Rd.

MAR. 21 (Saturday)

Auto Restoration Tech Session
Pearson Body & Trim
716 N. 2nd St.
Lawrence, KS.

April 11 (Saturday)

Spring Tune - Up & Work Day
T.R. Wilson's "Cave"
(See Enclosed Map)

May 3 (Sunday)

British Car Swap Meet
R.E. Torres Enterprises
12101 W. 88th St.
Lenexa, KS.

May 9 (Saturday) - Optional

Braille Rallye IV
K.C. School for the Visually
Handicapped
Kansas City, KS.

June 13/14 (Sat. & Sunday)

Trip to Lake of the Ozarks
Williamsburg Inn
Osage Beach, MO.

CALENDER OF EVENTS CONT.

JULY 18 (Saturday)

Picnic and Theater at Shawnee
Mission Park - Look for Details
in Next Newsletter

AUG. 9 (Sunday)

TR Swim Party
Bob & Esther White's
Overland Park, KS.

AUG. 23 (Sunday)

Brunch at the Elm's
Eureka Spgs., MO.
Details in Future
Newsletter

SEPT. 4/5/6 (Fri., Sat.,
& Sunday)

6th All British Car Meet
Ramada Inn
I435 & 87th St.
Kansas City, MO.

SEPT. 19 & 20 (Sat. & Sun.)

6th St. Louis All British
Car Meet
St. Louis, MO.

OCT. (Optional & Open)

- Trip to Hermann, MO.
(Octoberfest)
- Tour to Excelsior Spgs.,
Weston, Ft. Leavenworth
- Suggestions Welcome

NOV.

Annual TR Party
Details to be announced
in future newsletter.

DIRECTOR'S NOTES

Spring is coming! With the mild winter and warm weather my thoughts have been turning to a drive with the top down. A few brave souls have been seen testing the sunshine. But as I begin to write this note, it is also beginning to snow, and the realization that winter will be with us another month returns.

The past month, club board members have been working to put the final touches on our calendar of events. We've worked to provide a few new events, along with some of the old favorites. Some of the events listed are specially planned as club functions, others are listed for your convenience. If you have any ideas, or would like to assist in organizing an event, please call one of us. We are working to make driving your Triumph a pleasurable experience. Mark your calendars now so you can plan to attend.

As you look ahead to our coming events, you'll see the next couple of months have been planned to aid in getting the cobwebs and bugs out of the cars. Ready for a summer of fun, we hope to see you...

T.R. Wilson

P.S. Sorry I've not come up with a catchy closing phrase, I haven't forgotten, I'm still thinking.

ROSTER CHANGES & CORRECTIONS

- Charles & Janice's last name is Armour.
- Kent Foster's zip is 66214
- John Hoffman reports that Amy has thrown her "Nash" away.
- Beverly Pitts new address is:
6512 N.W. Sweetbriar Lane
Kansas City, MO. 64151
- Delete Dave Whiteman's Olathe address. He cant' read his news letter in two places at the same time.
- Wave goodbye to:
The Hallahans, Naces, Rockers & Thompsons.

COMING EVENTS

**** MARCH 8, 1987** (2:00 P.M.)**

Auto Finish Tech Session
K.C. Classic Auto Display
10101 Lackman Rd.
Lenexa, KS. 888-1234
(I435 & Lackman Rd. Exit)

This event is being sponsored by the K.C. Austin Healey Club. They have graciously extended an invitation to us in an effort to promote more inter-club activities during the year. The K.C.A.H.C. will have Mr. Allan Belcher of Ming as their speaker for this session. We will meet after the session at Zarda's B-B-Que for refreshments, 87th & Quivira Rd.

****MARCH 21, 1987** (1:30 P.M.)**

Auto Restoration Tech Session
Pearson Body and Trim
716 North 2nd Street
Lawrence, KS.
(931) 749-4455

This event is being sponsored by the K.C. Triumphs, but other clubs are also being invited to go with us. For those of you who are not familiar with him, Mike Pearson specializes in restoring antique automobiles from the frame up. Some beautiful samples of his work were shown at the last All British Meet.

We have reserved space at a local restaurant from 5 to 8 P.M. for refreshments & dinner. Rides to the restaurant and back to Mike's will be given in a 1952 Bristol Double Decker Bus. We will depart at 1:30 P.M. from the Indian Springs Shopping Center - North end of the parking lot. Please call us with your input on areas of interest in restoration. Mike needs to be prepared.

****APRIL 11, 1987** (2:00 P.M.)**

Spring Tune-Up & Work Day - Rally
Discussion
Sandgraphics
16400 E. Truman Rd.
Independence, MO.
(816)461-5085

This is scheduled to give everyone an opportunity to work on their cars and work with others. If you have a particular perplexing problem, or just need to change your oil; grab your parts and tools to join us. Bad weather will be no problem as this is an underground facility with a constant temperature of about 64 degrees. A fork lift is available for work under the car, but few other tools can be provided. Sorry, there is no facility to wash your car. We will also be taking a few minutes to discuss rallies and some of the fine points of this type of competition. This should be a good time to get your car ready for summer. A map is in the newsletter, and signs will be up.

****MAY 3, 1987** (12:00 P.M.)**

All British Car Swap Meet
R.E. Torres Enterprises
12101 W. 88th St.
Lenexa, KS. 888-2363

Rick Torres has once again generously offered to open his shop to hold a Swap Meet, where you might be able to find those hard to get parts, or sell those you don't need but someone else may need.

If you are going to participate in the Swap Meet, please be there by 11:30 A.M.

MORE COMING EVENTS

****MAY 9, 1987** (9:00 A.M.)**
Braille Rallye IV
K.C. School for the Visually
Handicapped
1100 State
Kansas City, KS.

This fun event is organized each year by the Kansas City MGA/MGB Clubs for the benefit of the Children in the school, who are the navigators in the rallye.

The rallye starts at the school and ends in ???? where a picnic will be held. Because there are a limited number of children and staff who can navigate, registrations are on a first come basis for "official" participants.

For information and registration forms, please contact Ricci Balleteros at (931) 384-6146. Registration deadline is April 15. Note: No "foreign" cars allowed.

****JUNE 13-14, 1987****

Trip to Lake of the Ozarks
Williamsburg Inn
Osage Beach, MO.
(314)348-2267

Wanna see the "Fly Man"? Wanna see the "Hispanic Motorcycle Driver"? Wanna see the "Bucket"? Then don't miss what is probably the highlight our TR season. Ted Honig has contacted the activity director for the St. Louis TR Club & invited them to meet us at Osage Beach on that weekend. If this should happen, it will be quite a weekend. Call Mr. Wayne Dye at the hotel and make your reservations. Tell him you are with the TR club. Price is double \$35.00, single \$30.00. Space is limited, deadline is May 15.

Details on time and place of gathering for the trip will be given in the next newsletter.

Note: Ricci promises to have his backup fuel system hooked up prior to the trip.

A NOTE OF THANKS

To Dick Gruber of K. C. Classic Auto Display in Lenexa for having invited us to hold our first meeting of the year at his place of business on January 18.

We will once again have an opportunity to look at all those beautiful automobiles at our March 8 tech session.

LOST AND FOUND DEPT.

Lost: One former active member of the Kansas City TR Club, goes by name of Gary Burge, last known address in Lawrence. Good reward for delivery at next meeting.
Found: British car lover willing to pay good dollars for TR-3 in nice running condition & shape. He is not mechanically inclined and does not want a restoration project. (Sorry Moko.)
If you know of a good TR-3, please call Rich Koury at: (816)
836-4500 (work) (816)
524-6500 (home) If out of state call collect.

COMING NEXT ISSUE!

Contribution by Ken Regennitter. Exciting technical article on a special British tool known as the "Hammer".

Watch for this and other exciting things happening in the next issue, to appear the first week of May.

PART VI (LAST)

TRIUMPH CARS, 1967-1981 by Paul M. McBride

It's been well over 5 years since the last Triumph came off the factory assembly line. One can only speculate as to what might have been and what might be today if British Leyland had had proper management. But sadly, the Triumph Marque is a marque of the past and resurrection seems highly unlikely. Fortunately the years 1967-1981 produced many Triumphs which are highly sought after and collectible.

During the mid-60's Triumph, looking for more power and refinement in the sports models, dropped the famous "Vanguard" 4 cyl. engine in favor of a 6, and promptly wedged it in a fast backed Spitfire and christened it the GT-6. Often thought of as a "poor mans' E-type", it was small, hot in the summer and rather fast. Over 30,000 GT6's were produced from 1966-1973.

In 1967 a larger 6 cyl. engine with Lucas fuel injection was mated to the TR4A and with minor trim change became the TR5. Less than 3000 were built and they were not exported to the U.S. It's a rare and desirable TR - the fastest ever produced, with the exception of the equally rare TR8.

The U.S. version of the TR5 was the TR250 - nearly identical but with a more modest 6 cyl. engine, sans the fuel injection. There has been much conjecture as to why the TR5 was not exported to the U.S., but suffice it to say that U.S. dealers were frightened of fuel injection, and wanted stripes and fake wheel covers to compete with the popular American pony cars. Nearly 8500 TR 250's were exported to the states.

The TR6 made its debut in 1969 and was quite a popular TR with nearly 95,000 copies through 1976. Karmann of Germany updated the styling, but mechanically the TR6 was nearly identical to the TR5 & 250. (The US was again given only the carburetor engine.) In recent years the TR6 has become the most popular Triumph model at the British car shows. It's a comfortable long-legged sports car with good performance and an aggressive masculine look.

The Spitfire was in production from 1963 to 1980 and easily became the best selling Triumph sports model ever. Spitfires were always powered by 4 cyl. engines and although the engines grew large, they produced less horsepower; which alas, was the scheme of things in the 70's. They certainly were the best looking and most comfortable small sports car ever made.

The 2000 series Triumph Saloons and Estates (sedans and station wagons) were big sellers in Europe from the mid 60's to the mid-70's. A few were exported to the U.S. and having driven one, I can report that they were a solid sports sedan, not unlike a Ford Cortina GT. This series along with the Toledo and Dolomite were the bread and butter cars of the 70's. The Sprint version of the Dolomite with a 16 valve head was an outstanding performer and well ahead of its time, but never sold in the U.S.

A sports model based on the 2000 and styled by Michelotti was introduced in 1970, and retained its factory code name - Stag. It featured Triumphs first V-8 engine which was created from the 90 degree mating of 2 OHC Dolomite 4 cyl. engines which later powered the TR7. In concept the Stag was not so much a sports car as a

personal luxury four seater - a la T-Bird. In production to 1977, it was popular with English yuppies and nearly 26,000 were made. After 1973 it was withdrawn from the U.S. market and probably less than 3000 were sold here.

The TR7 - controversial from the beginning. Radically different from its predecessors, it was always praised for excellent handling and comfort, but equally damned for poor quality control and drive train weaknesses. To be fair, the problems were much improved in 1977 with a strong 5 speed transmission, and the moving of TR7 assembly to the Coventry factory. But tremendous damage to Triumphs reputation for bullet proof mechanics and reliability had been done. The TR7's acceleration and speed performance was a disappointment (having nearly identical performance to a 1954 TR2) and a definite step backward from the fuel injected TR5 & 6.

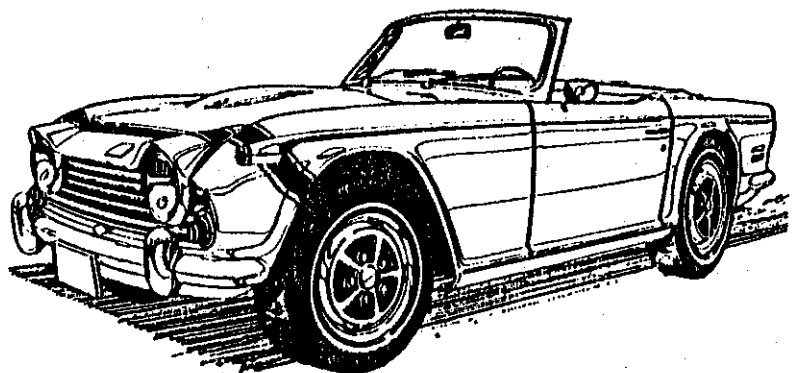
The wedge styling was as controversial as Triumph styling has seemingly always been; either it grows on you, or you flat out don't like it. The convertible, introduced in 1979, is, I think, a good deal more successful. Some 111,000 TR7's were produced from 1976 to 1981.

The Triumph Marque burned out of existence with a fitting final flare - the end of the TR Sports series - the TR8. It was introduced in May of 1980 to the U.S. but was never offered for sale in England. Rave reviews followed from the car glossies as TR8 showed muscle car performance equalling the Corvette.

Power came from a 3 1/2 litre aluminum V-8 engine having nothing in common with the Stag V-8. In fact the engine's origin can be traced to the Buick Special and Olds F-85 of the early 60's. British Leyland bought the dies to supply the Rover with a V-8. The engine was fed by twin Strombergs on early non-California cars, and later by Lucas/Bosch fuel injection.

The TR8 was produced almost entirely in convertible form and was handsome indeed with alloy wheels and twin exhaust pipes. It was a fitting model to end the TR series, rising to a performance level with its contemporaries that the TR2 enjoyed way back in 1954. But, alas, only 2,815 were manufactured before production ceased for the Triumph Marque. The last car rolled off the production line on Monday, October 5th, 1981.

From Siegfried Bettman's bicycles of the late 1800's to a contemporary sports car of the early 1980's, the Triumph Marque produced a line of vehicles as varied and as wont to success and failure as the times. They have affected the lives of millions of people and today are a source of great pleasure to the devotees of the Triumph Marque.



TR-3 DECANTER

Herb Moore has been in contact with the James Beam Distilling Co. about the feasibility of them producing a TR-3 decanter and making it available for purchase by TR owners.

Because tooling costs to produce it would be between 110-200 thousand dollars, a certain volume of pieces would have to be sold to make it a worth while investment. Demand will be a prime factor in their decision to produce it. Herb has provided them with the National register list in order for them to do some research.

Your individual support and letter to the company will be necessary to demonstrate interest in this project. Please write to:
Mr. Rich Reese, Ex. V.P.
James R. Bean Distilling Co.
500 N. Michigan Ave.
Chicago, IL. 60611

FOR SALE

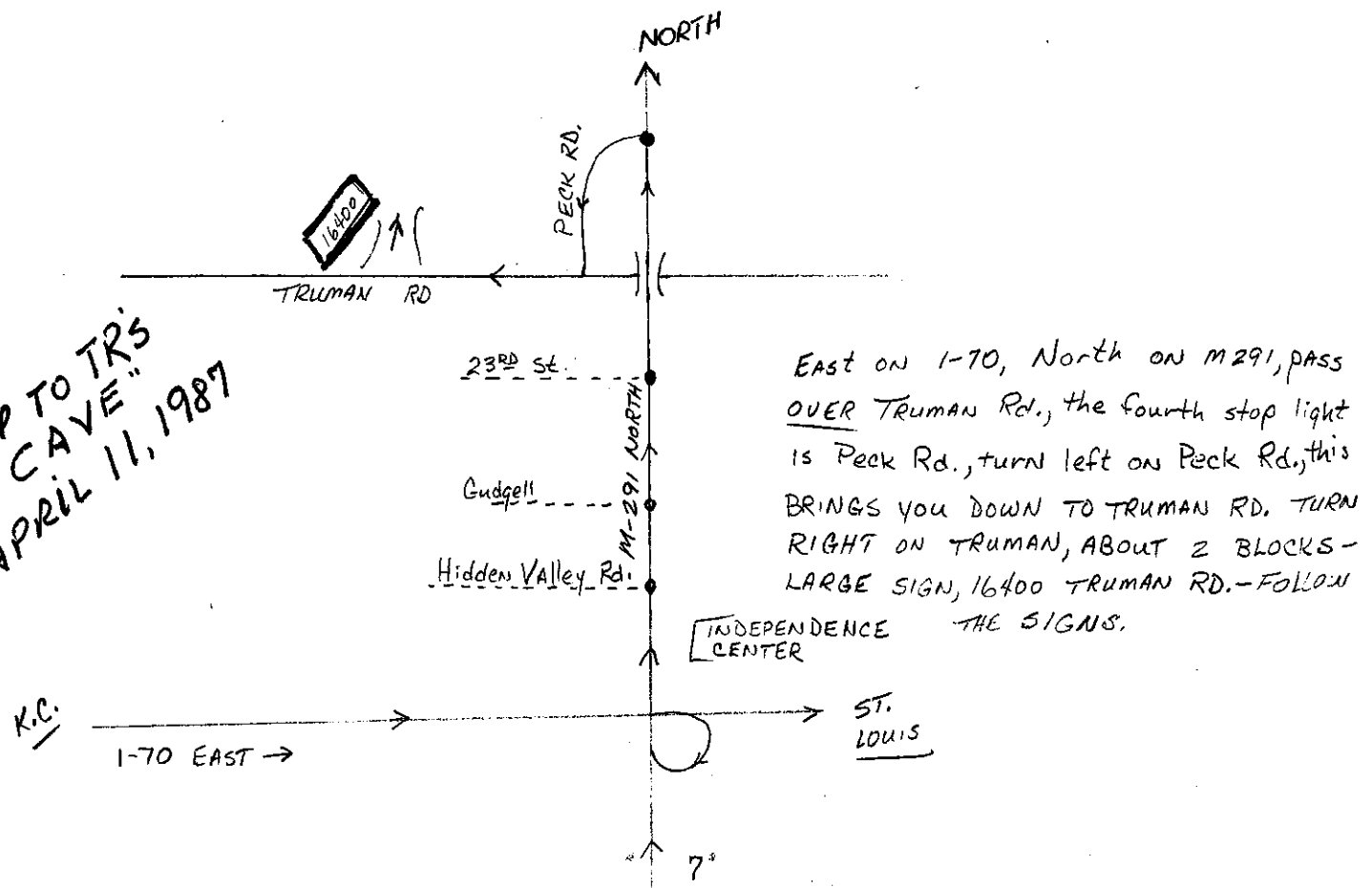
SAVE MONEY! CHANCE OF A LIFETIME!
We have one (1) only white vinyl hardtop - fits TR-4A, 250, TR-6.
Buy now, specially priced at \$360.00. (Reg. Priced at \$418.95)
No Freight charges, so you are saving an addtl. \$50.00.
Call Frank at Victoria British
(913) 541-0880
1-800-255-0088

1978 TR-7 Coupe. Carmine red, Excellent Body and Interior. Tuned up and running well. 82,000 miles. Asking \$2,500 or best offer. Call Mark at (913) 268-7758.

WANTED

Technical articles, good stories, good or funny pictures, TR Articles, Etc. Your contributions will be appreciated. - The Editor.

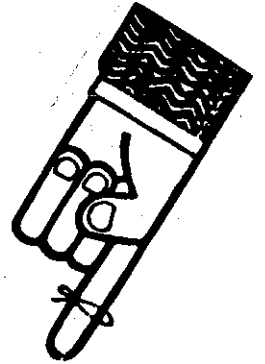
MAP TO TR'S "CAVE"
APRIL 11, 1987



East on I-70, North on M291, PASS OVER TRUMAN Rd., the fourth stop light is Peck Rd., turn left on Peck Rd., this BRINGS you DOWN TO TRUMAN RD. TURN RIGHT ON TRUMAN, ABOUT 2 BLOCKS - LARGE SIGN, 16400 TRUMAN RD. - FOLLOW THE SIGNS.

NOTE! NEW RETURN ADDRESS

Paul McBride
3240 North 66th
Kansas City Ks 66104



8221 W. 101st St. * Overland Park, Kansas 66212



NEWSLETTER



VOLUME IX ISSUE 4

MARCH 1987



NEWSLETTER

VOLUME IX ISSUE 5

MAY 1987

A LOCAL CHAPTER OF V.T.R./T.S.O.A.

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Ken Regennitter

The Flyman

CALENDAR OF EVENTS

MAY 3 (SUNDAY) - CLUB

British Car Swap Meet
R.E. Torres Enterprises
12101 W. 88th St.
Lenexa, Ks. (913)888-2363
(Details in Coming Events)

MAY 9 (SATURDAY) - OPTIONAL

Braille Rallye IV
K.C. School For The Visually
Handicapped
Kansas City, KS.
(Details in Coming Events)

MAY 15-16-17 (FRI./SAT./SUN)-

Optional
Antique Car And Tractor Show
City Park
Lathrop, MO.
(Details on Inside Flier)

MAY 24 (SUNDAY) - OPTIONAL

Jaguar Concours D'Elegance
47th Terr. - On the Plaza
Kansas City, MO.
(Details & Reg. on Inside Flier)

JUNE 13 & 14(SAT & SUN) - CLUB

Club Trip to Lake of the Ozarks
Williamsburg Inn
Osage Beach, MO.
(Details in Coming Events)

CALENDER OF EVENTS CONT.

- JULY 18 (SATURDAY) - CLUB
Picnic & Theater at Shawnee
Mission Park
(Details and Map Inside)
- JULY 30 - AUG.2 (THURS. - SUN.)
Vintage Triumph Register
National Convention
Gainesville, Georgia
(Details on Flier Inside)
- AUG. 23 (SUNDAY) - CLUB
Brunch at the Elm's
Eureka Springs, MO.
(Details in July Newsletter)
- SEPT. 4/5/6(FRI.,SAT., & SUN) CLUB
6th All British Car & Cycle
Show
Ramada Inn
1435 & 87th St.
Kansas City, MO.
(Details in July Newsletter)
- SEPT. 19 & 20(SAT. & SUN.)
6th St. Louis All British
Car Meet
St. Louis, MO.
(Details in July Newsletter)
- OCT. (OPEN) - CLUB
Bill Unger is looking at the
possibility of organizing a trip
to Glasgow, MO.
(Details in July Newsletter)
- NOV. 22 OR 29 (SAT.) - CLUB
Annual TR. Christmas Party
(Details to be announced later.)

WANTED

Technical articles, good stories,
good or funny pictures, TR
Articles, Etc. Your
contributions will be
appreciated. - The Editor.

DIRECTOR'S NOTES

Spring is here, it's time to put
those tops down and enjoy it!

With the coming of better weather,
we hope that more of our
membership will succumb to the
urge to crank up the "TR" and take
off for a drive. I'm not sure
about you, but I always strain to
look, or do a double take when I
see a sports car with its top
down. (Especially if its a "TR"
or a blonde.) The rag top sports
car is all but gone from the U.S.
market and part of our duty is to
enjoy and preserve some of those
remaining. Your Triumph Club
works to help you enjoy and
preserve your Triumph.

The month of May marks the
beginning of our driving events.
We've made a sincere effort to
schedule all activities on warm
sunshining days. Now is the time
to enjoy the real value of Triumph
ownership. Come join us.

T.R. Wilson
Director

ROSTER CHANGES - ADDITIONS

We have the following new members.
Please welcome them to our club.

Charles & Barbara Middlesworth
807 N. 22nd
Kansas City, KS. 66102
(913) 342-6965
1974 TR-6 Comm. #CF13X02U

James A. Sherman
9650 Halsey #111
Lenexa, Ks. 66215
(913) 492-9631
1974 TR-6 #CF23998U

Don Conrad
6102 E. 97th St.
Kansas City, MO. 64134
Restoring 1959 & 1969 TR3A

ROSTER NOTE

A new roster will be issued with the July newsletter. Please check your personal information to make sure it is correct & complete. Please update car information including commission number.

All pertinent information should be mailed to Bob & Marilyn McBean no later than May 15.

We need the correct phone numbers for the following members:

- Mark & Vicky Canaday
- Hal & Claudia Brower

PAST EVENTS

MARCH 21ST

Not only was it a beautiful day for a drive to Lawrence, but for the 20 or more of us who decided to make the trip to visit Mike Pearson and attend the tech session, it was worthwhile.

As we had mentioned in our previous newsletter, Mike does beautiful work, and we were treated to a step by step lesson of the do's and dont's in restoration and detailing for about three hours.

There was a "big" Healey frame on the "jig" which a previous well intentioned owner had started to rebuild, on which we were shown how not to do a restoration, and why the work would have to be re-done.

We saw a Porsche Roadster in the final stages of body restoration, and a Jaguar XKE coupe in the final stages of paint and trim detail.

PAST EVENTS CONT.

After the tech session, we enjoyed a ride on a double decker to a local restaurant for dinner, refreshments, and some good British Car conversations.

Many thanks to Mike & Debbie Pearson for hosting this activity and for the delicious snack table & refreshments.

APRIL 11

Everyone's car must be running, hu?

The warm sunshine took its toll on our first "work" day, Sat. April 11th. It was the first nice Sat. in some time, and it reflected in our attendance. It was not a day to spend working inside, especially if your car was in good running order.

But the day was not wasted. Ken Regennitter spent the day installing new bushings in the front suspension of his TR2. Now that his steering is a little tighter, he hopes to join us more often.

Thanks to those who stopped by.

T.R. Wilson

COMING EVENTS

MAY 3, 1987 (12:00 P.M.)
ALL BRITISH CAR SWAP MEET

Don't forget..., Rick Torres' place starting at 12:00 P.M. (Vendors by 11:30).

If you think going is not worthwhile, think again.... Last year I picked up a brand new leather/aluminum steering wheel and a new set of brake shoes for the "Spit" for under \$30.00.

MORE COMING EVENTS

****MAY 9, 1987 9:30 A.M.****
BRAILLE RALLYE IV
KANSAS CITY SCHOOL FOR THE
VISUALLY HANDICAPPED
1100 State Ave.
Kansas City, KS.

We don't want to hear any complaints about there not being enough driving events.

Of the seven registrations that the Kansas City MG/MGA clubs graciously ceded to the TR Club, we have only filled four slots.

Let's support this worthwhile event to benefit the KSSVH. Registrations can be obtained by calling Ricci Ballesteros at (913)384-6146.

****JUNE 13 & 14 1987****
TRIP TO LAKE OF THE OZARKS
OSAGE BEACH, MO.

If you have not called the Williamsburg Inn (314) 348-2267 to make your reservation, you had better do it soon. Space is limited and the reservation deadline is May 15.

We will depart from Bannister Mall at 7:30 A.M. If you are late leaving and want to catch up, we will take Highway 71 to Harrisonville, our first rest stop, and then Highway 2 to Windsor where we will stop to regroup and pick-up Herb and Wanda Moore.

****JULY 18, 1987****
DINNER & THEATER AT SHAWNEE
MISSION PARK
12:00 NOON TO 10:00 P.M.

We have reserved Shelter No. 4 (See Attached Map) right by the marina and within walking distance of the swimming beach, the tennis courts and the restrooms. Bring your rackets, boat, canoe, sailboat, spouse, kids and friends to what promises to be a fun filled day.

For those of you wanting to go to the theater that night, the musical "Chorus Line" will be playing.

The TR Club will be providing meats and refreshments, and we will need to bring a side dish and eating utensils.

If you plan to be there, please call Marilyn McBean at (913) 341-4124 by July 17 latest to let her know how many people will be in our group and what side dish you will be bringing.

Don't forget, no acholic bevarages are allowed in the park.

OTHER EVENTS

For the benefit of those of you who might be interested in participating, this newsletter includes information on the following car related events:

MAY 15/16/17, 1987
9th Annual Lathrop
Antique Car, Tractor and Engine
Show

MAY 16, 1987
K.C. Museum Fourth Annual
Concours d'Elegance

MAY 20, 1987
All Day Mirror Glaze Tech Session
(McGuires)
Mirror Auto Polish Supply Co.
9340 W. 53rd Terr.
Merriam, KS.
(913) 236-9915

OTHER EVENTS CONT.

MAY 24, 1987
Heart of America Jaguar Club
Concours d'Elegance
Kansas City, MO. (The Plaza)

JUNE 20, 1987
Crossroads Car Festival V
Belleville, Kansas

JULY 30 - AUG. 2, 1987
V.T.R. National Convention
Gainesville, Georgia

FOR SALE

TR7, 1976
70,000 Miles
Double Sun Roof (Removeable)
Bright Yellow
Owned Since 14,000 Miles
(913) 894-6974
Betty Wenninger

MGB, 1979
White, Rubber Bumper
53,000 Miles - Original
Original Paint, No Rust, No
Wrecks, Roll Bar, Soft Top - New,
Tonneau Cover, Steel Belted All
Weather Radial Tires - New, New
Exhaust, Rosewood Steering Wheel,
AM/FM Stereo Radio, Etc.
\$4,250 or Best Offer
(913) 384-6146
Ricci or Marice

TRIALS AND TRIBULATIONS

(A SHORT STORY)

By "Flyman"

As of April 8, 1987, there were three "original" components in our 1978 "Spitfire". The engine; clutch and transmission; and the starter motor.

We knew the clutch was weak, but the engine ran strong, and starter motor had never given us any trouble. (Until that day, that is.....)

Marice had been "gallivanting" in the "Spit" that afternoon, and upon her return advised me she was having trouble starting the car.

That can't be! Final last words... The darned thing tried to turn twice and then went dead. "Must be that frayed cable going from the solenoid to the starter. Run up to Western Auto and get me a new one". No dice. "Must be that new battery we bought, it probably did not have enough charge". Put the battery to charge and almost blew the amp needle off. Put the battery back in.

"Ricci, I think the starter motor is bad". No way Jose...

Gary Davis happened to be there that evening, so with his help, and after about an hour of fiddling around (flashlight and pocketknife in hand) we reached the conclusion that probably the starter motor was shot. (Pushed the car into the garage.)

The following Saturday I removed the old starter motor, a procedure that takes about 10 minutes in the Spitfire. (Disconnect the battery positive cable, the cable from the solenoid to the starter, remove the tree bolts holding the starter to the housing, pull the starter all the way back, angle it upwards just enough to clear the housing, and slide it out under the steering column.) Super-easy.

...It is going to take me longer to drive to Victoria British than to put the starter back in... I got there, handed Frank Stoddard my core, got my 10% TR Club discount and headed on back to the house.

TRIALS AND TRIBULATIONS CONT.

- Ricci, did you get the starter motor? - Yes.
- How long is it going to take to put it in? - Oh, about 30 minutes.
- After you put it in why don't you mow the lawn real quick, I'll clean and then we can go to TR's work day. - OK.

(Half an hour later the basement door slams.)

- Ricci, what is the matter?
- Can't get the (##\$0) starter motor in...
- Whaddaya mean - you can't get the starter motor in...

(Getting my first beer out of the fridge)

- I can't get the (##) thing in, it's got to be longer than the one I took out.
- What are you going to do, you think Victoria British is still open so you can go and exchange it?
- I think I can get it in.

(One hour later basement door slams again - going to get my second beer.)

- Well, did you get it in?
- No, the thing is jammed and I can't move it.
- Waddaya mean it's jammed, can't you get it out?
- I think I'm going to have to remove the steering column to get it out.
- You think I should call TR or Joni and tell them we are probably not coming?
- Probably.

(The starter motor is logged between the engine back-plate, steering column, frame and fuel pump, and it took some very careful manipulation with a crowbar to get it unjammed.)

By this time I am ready for my third beer and decided to get the repair manual and read it at the same time.

Starter..Starter....
Starter Removal...
Starter Repair....
Starter Refitting. Aha!
"Reverse the removal procedure, noting that on later models plain washers are fitted under the heads of the two upper fixing bolts."
Quote, Unquote.
- Okayyyyy.

By 4:00 P.M. that afternoon the car kicked over, and by 6:00 P.M. the lawn was mowed. (Marice ran downstairs, hugged me and did some other nasty things and kept saying: You did it, you did it. Me, I was swollen with pride.)

But, I have to tell you how the starter motor should be refitted:
1. Remove oil sending unit.
2. Remove oil filter.
3. Pick up starter motor, place between steering column and engine block, and slide into position.
4. Bolt on, reinstall oil sender and filter, hook up electricals and turn car on. I promise you it will work.

P.S. Frank: Please tell me that your starter motors are longer!

HOT NEWS

Congratulations to Rick and Ruth Torres on their recent marriage, your friends and members of the TR club wish you many years of happiness. (And TR Driving!)

Watch out you single TR members, is this a harbinger of things to come???

TECH TIPS

"BIG HAMMER AND WOODEN DOWEL REPLACES 15 BRITISH TOOLS"

By Ken Regennitter

My workshop manual says:

"The Manufacturer recommends a total of 15 special tools for dismantling the gear box", "if the owner has any doubt on his ability to strip and reassemble the gearbox, he is advised to take the complete unit to a suitably equipped service station".

That in itself is enough to intimidate you, then it tells you, "Use special tool No. 20 SM 77". "The purpose is to retain the twenty four needle rollers at either end of the countershaft assembly".

Fools rush in where angels fear to tread. I had pulled my transmission to change the flywheel and bearing in the crankshaft, when I noticed the front shaft bearing was loose and thought it was a good time to replace it. But, not with a new \$40.95 bearing from the catalog, but with one of the two bearings out of an old transmission which had a couple of bad gears but both bearings felt tight.

The only tools not found in the average tool box that I needed were two snap ring pliers, one with the points that go in the holes, a pair with smooth ends and a 3/4 inch wooden dowel. If you go to the lumber yard, you will buy three feet for about a dollar, cut one piece 6 1/2 inches long. That will replace tool No. 20 SM 77.

After stripping the transmission down to the gear box, use the long piece of dowel to drive out the counter shaft. With the counter shaft removed slide in the 6 1/2" dowel as you punch out the long dowel, being sure to keep contact of the two ends. When the short dowel is in place this will allow the countershaft to slip down about a half inch and allow the removal of the input shaft. Remove the front snap ring. Here is where you need the "Churchill press No. S4221 and adapter from set No. S4615 if you want to pull the input shaft out." But, you do not have to pull it out, you can push or drive it out from inside of the gear box. The bearing is tight on the shaft, but just snug in the housing. Use a flat punch on the top and two sides of the bearing next to the shaft to drive it out. To get the bearing off the shaft, support the bearing on two sides in your vise and use a piece of brass and a big hammer to remove it. Follow your manual to drive out the main shaft. Be careful to have all your parts laid out or numbered as they come out so they can go back in the same order as the pictures in the manual can be confusing.

When you reassemble, use long dowel to line up, then put in short dowel and let drop down. When ready, turn transmission up side down, line up with long dowel then push in shaft.

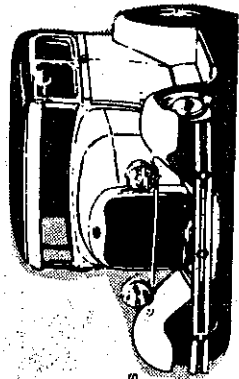
If I can work on my transmission, anyone can. This was the first time I have ever seen the inside of the gear box and it was pretty scary, but it came out all right. I know I will get some flack telling you to use a big hammer, but necessity is the mother of invention.

"5th Anniversary Picnic" "Saturday in the Park"

CROSSROADS

CAR FESTIVAL V
Saturday, June 20, 1987 - SHADY LOCATION - Belleville City Park
BELLEVILLE, KANSAS

Featuring cars from North Central Kansas & South Central Nebraska
 Events for day include:



- Registration - Dash Plaques
- Swap Meet at NCK Fairgrounds
- Poker Run 8 to 11 o'clock
- With-awing events and lots of prizes for participants
- "Parade of Wheels" at 11:30
- Downton—Special city event with Chamber of Commerce trophies
- "Free" meals and refreshments for entrants after parade
- Show & Shine Time
- Lots of fun events & games for adults and kids entered
- Lots of SUPER Door Prizes for all entries
- "Top 5" in all classes plus special awards & trophies—Over 60 total
- New This Year: Classics, 1950-1960, and Special Interest, 1960 and Up, spill into stock and modified classes

OPEN TO: Antique, Rod, Custom, Classic & Special Interest Cars and Trucks

- Pre-entry cost of \$6.00 (6) will be charged per 2 adults—no extra charge for kids
- Please! send pre-entry to speed up processes and to give us an idea on quantities of food, etc. Late entry \$10.00—Last year 320 cars—Join Us!
- Tell your fellow car owners to enter & enjoy it with you! Show us your "pride & joy"
- Camping available Friday & Saturday nights if desired—come early—T-shirts available
- Enjoy our World Famous "Flatland Bar-B-Q" & Hospitality—with help of local car club and wives
- Clubs Welcome!—Special trophies for best participation, long distance, sponsors choices
- Dance Saturday Night—"Battle of the Bands"—Free to entrants

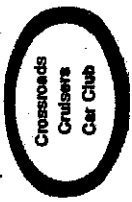
Motels Available Are:

Bel-Villa	Plaza	Kansas	Jewel	81 Motel
(913) 527-2231	(913) 527-2228	(913) 527-2284	(913) 527-2408	(913) 527-6981

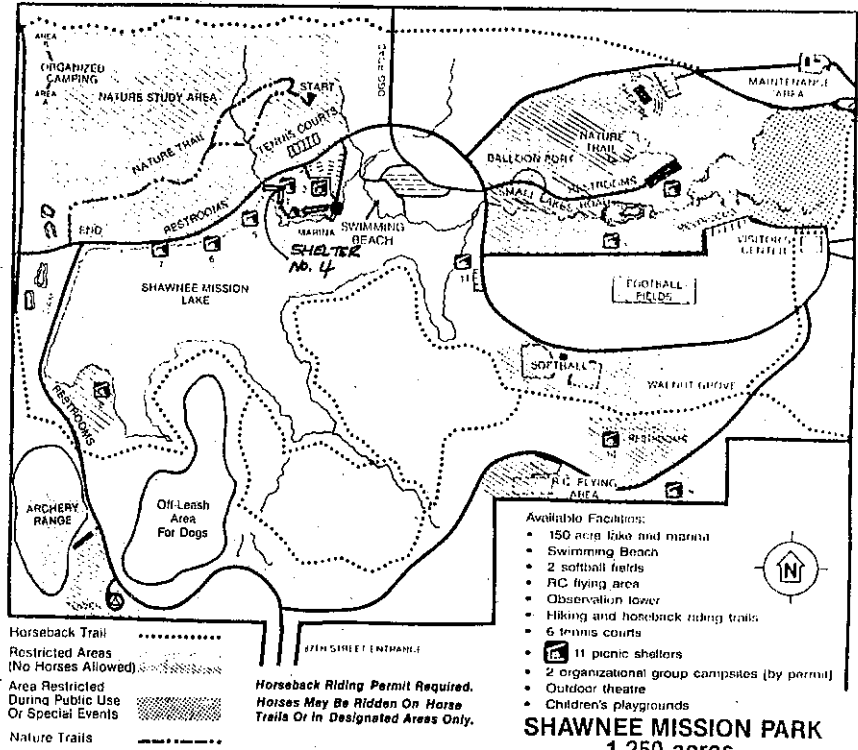
Payment of (\$6) must accompany pre-entry before June 13!

SEND TO: Doane Sells, 2526 P St.
 Belleville, Kansas 66935, (913) 527-5582 or 527-2929 (reorder)

Sponsors include: KR-92 Radio Station, Budweiser, Coca-Cola, Local Businesses and Friends



KR-92
 Oldie-Goldie Weekend
 "KEEP ON CRUISING"



TR Picnic Site / July 18, 1987

1987 VTR NATIONAL CONVENTION

Included in this national meet for all registered participants are: Auto Crossing, Road Atlanta Track Time, TSD Rally, Fun Rally, Scenic Tours, Auction, Auto Jumble Space, Concours Participation, Model & Photo Contest.

FOR INQUIRIES CALL:

Mike Elder 404-985-1995 Dennis Riley 404-475-1088 Rob Dick 404-320-4853 Steve McKinn 404-564-2372

PLANNED ACTIVITIES

THURSDAY: July 30, 1987

Registration will open at 12:00 Noon at Gainesville Holiday Inn.

3:00 P.M.

There will be a tour thru the North Georgia Mountains in the early afternoon. Driving time 50 minutes.

6:30 P.M.

A catered pool party at the hotel in the late afternoon.

9:00 P.M.

Later in the evening, there will be an informal question and answer period with Mr. Ken Richardson lasting about 1 hour.

10:00 P.M.

The General Membership Meeting will be held at 10 p.m. with the National VTR Board in attendance.

FRIDAY: July 31, 1987

8:00 A.M.

A ROAD TOUR to Road Atlanta will leave the Holiday Inn at 8:00 a.m. Gainesville Police will provide traffic control for the large number of cars until we are out of town and on the highway to Road Atlanta.

A DRIVING SCHOOL will be conducted at Road Atlanta by personnel of Road Atlanta. These instructors are skilled in demonstrating and teaching the basics needed for driving the course at speed.

TRACK TIME will begin when the driving school has been completed.

In the interest of safety, no trophies will be awarded for the track time event. However, a memento will be given to each track time driver which will signify that the car and driver successfully completed this event. This, hopefully, will curtail any driver from being carried away with competition and endangering other drivers or themselves.

During the track time event, a Solo/Autocross will be conducted in the paddock area. It will be a very competitive event that should test the driver's ability and not the top speed of his or her car. Trophies will be awarded for this event.

Around Noon, there will be a tour of the track for all cars under the control of a Road Atlanta Pace Car. This tour will be at a fast pace, generally in the 65MPH range. This will also give everyone a chance to ride with the driver and see the entire track.

In the afternoon, the time-speed-distance rally will start for all of those who have completed their track time, solo/autocross or did not wish to be in the track events. This will be a competitive rally but enjoyable by both expert and novice. A fun rally will be conducted during the entire day, which allows the participants to leave and return at their leisure. This fun rally

will take the scenic route thru the beautiful Georgia countryside. Participation in one of these events will be mandatory for each car in order for that car to enter the Concours or Peoples Choice event which will be conducted on Saturday morning.

Later in the afternoon, after the track has been shut down for the day, those who haven't completed in the T.S.D. Rally, will tour back to the hotel.

7:00 P.M.

Friday evening, the Roadster Factory will have their annual beer party and all are invited to attend.

9:00 P.M.

A PARTS AUCTION will be conducted later in the evening. The registered attendees can bring quality parts to be auctioned during this event.

10:00 P.M.

The early morning will be reserved for those who want to clean and polish up the cars for the judging events.

AN AUTO-JUMBLE will be held throughout the morning and early afternoon.

A PHOTO, CRAFT AND MODEL CONTEST will take place. Photos should be 6x7 or larger, either color or black and white. Each photo must include at least part of a Triumph. Please keep all craft projects Triumph oriented. You may enter as many photos, crafts and models as you wish.

10:00 A.M.

In the late morning, everyone will line up for the traditional panorama picture in the area which will be used for the judging event.

All cars to be judged will be lined up immediately after the picture session is completed.

12:00 P.M.

JUDGING OF CARS will take approximately 2 to 4 hours. The people's choice judging will end at 2 p.m. and the Concours judging will continue until completed.

5:30 P.M.

There will be a cash bar available for everyone.

6:30 P.M.

THE AWARDS BANQUET will begin. Guest Speaker Mr. Ken Richardson, awards will be made shortly after dinner is completed.

SUNDAY: August 2, 1987

The morning will consist of packing, loading and saying the "goodbyes" until next year. Members of the Georgia Triumph Association will be available to assist anyone who has any questions or needs assistance.

HOTEL REGISTRATION

Holiday Inn Gainesville

c/o Janice Cornell
726 Broad Street, SW
Gainesville, GA 32601

A special room rate of \$37-single occupancy and \$42-for double occupancy. Children 17 years and under are free in the same room as parents. Additional adults in a room are \$5 each.

Your room will be held only until 6 PM unless you guarantee reservation. If you do not arrive for your guaranteed payment reservation, or have not cancelled by 6 PM on date of arrival, you will be billed for that night.

Reservations due 3 weeks prior to arrival. 404-538-4451 (Convention Office)

Do not try to register by the Holiday Inn 800 phone number. VTR '87 has all the rooms blocked and you will be told the Inn is full. Register early as we expect to overflow the Inn and the next Inn is a few miles away.

Name _____ Arrival Date _____

Name of Group VINTAGE TRIUMPH REGISTER No. Nights _____

Address _____ State _____ Zip _____

City _____ State _____ Zip _____

Requirements

1 Bed 1 Person _____

1 Bed 2 Persons _____

2 Bed 2 Persons _____

Guarantee accepted through AMEX, Diners Club, Discover, VISA and most other major credit cards.

Card Co. _____ Exp. Date _____

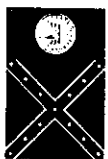
PLEASE DO NOT OMIT YOUR ARRIVAL DATE OR NO. OF NIGHTS

GUARANTEED ARRIVAL BEFORE 6 PM

Baby Strollers are available. Make your own arrangements through the hotel.

VTR '87 NATIONAL CONVENTION REGISTRATION

2844 NORTH THOMPSON ROAD, ATLANTA, GEORGIA 30319



INSTRUCTIONS:

1. Fill out the NATIONAL CONVENTION REGISTRATION FORM.

Make out a check or money order for the total payable to Georgia Triumph Association and mail to:

VTR '87
c/o Gordon Washburn
2844 North Thompson Road
Atlanta, Georgia 30319

2. Fill out the Holiday Inn reservation form and mail it or call the Inn directly at 404-538-4451. Ask for convention office.

Names _____ State _____ Zip _____

Children attending _____ Ages _____

Address _____

City _____ State _____ Zip _____

Indicate year/model of Triumph(s) you are entering

FAMILY REGISTRATION VTR MEMBERS \$2000 BEFORE JUNE 15

NON VTR MEMBERS \$5000 BEFORE JUNE 15

\$4000 AFTER JUNE 15

My VTR membership no. is _____ or my separate check & registration form for membership is enclosed.

Please forward to VTR Membership.

Banquet Dinners @ \$12.00 per person _____

INDICATE CHOICE: _____

Fastest Top Station of Beer, Alus. _____ One Half Chicken, Baked _____

Thursday Pool Party and Bar-B-Q @ \$8.00 per person _____

TOTAL \$ _____

VINTAGE TRIUMPH REGISTER

and
TRIUMPH SPORTS OWNERS ASSOCIATION

(Please Print or Type)

MEMBERSHIP APPLICATION

DUES \$20 USA (Zip coded addresses) \$25 Canada \$30 All other

NAME _____ STREET ADDRESS _____

CITY, STATE & ZIP _____

AREA CODE & TELEPHONE NUMBER _____

TRIMPH (CAR/S) OWNED _____

MODEL _____ COMMISSION # _____

YEAR _____ CONDITION _____

Send application and a separate check with dues to:

VTR '87

so you can receive a \$5.00 National Meet discount.

We will forward your dues to the VTR Membership

VTR MEMBERSHIP REGISTRATION

CONDITION CODES: O-Original R-Reserve B-Being Requested P-Peers Car N-Not Requested

'87 CONVENTION REGISTRATION

—Remit US funds only—
Send application and a separate check with dues to:
VTR '87
so you can receive a \$5.00 National Meet discount.
We will forward your dues to the VTR Membership

Heart of America Jaguar Club

SOUTH CENTRAL REGIONAL CONCOURS D'ELEGANCE
Sponsored by Heart of America Jaguar Club
P.O. Box 10131, Kansas City, Missouri 64111

The schedule of events is as follows:

- Security 9am to 5pm** Pick up pre-registration packets and late registration in the hospitality suite at the Marriott Plaza.
- Room to 4pm** Hospitality suite open with snacks.
- Open to 7pm** Reception at the Marriott Plaza sponsored by Jack Roach Dealer. After reception dinner on the tram with one of HACC's members directing and helping you to one of many interesting existing establishments.
- Sunday 7:30am to 9:30am** Final registration in the hospitality suite at the Marriott Plaza. Final registration in the 403 block of Nichols Road (Country Club Plaza).
- Monday 9am** Judges meeting on the Country Club Plaza.
- Tuesday 4pm** Judges' breakfast.
- Wednesday 6-8:30pm** Remove cars from the Country Club Plaza and return to the Marriott Plaza.
- Thursday 7:30pm** Cocktails at the Marriott Plaza.
- Friday 7:30pm** Awards Banquet with guest speaker, Paul Bremer (President, Secretary of JMW, door prizes and entertainment at the Marriott Plaza.
- Saturday 9am** Rallye departs the Marriott Plaza.
- Sunday 11am** Late breakfast at the Marriott Plaza.
- Monday 11am** Hotel check out.

TRIUMPHHEST '87

If a not too early to start planning your vacation now for the 3rd JTR/TRA Joint Triumph happening! October 16, 17, 18 are the official dates! Desert Centre Triumphs of Phoenix, AZ, will be your host! Las Vegas, Nevada will be the site! And Tom Pennell will be your source for questions as time draws near (602-971-5994).

SCIOA has volunteered to host the Rallye and will need volunteers for weekend excursions to Vegas to lay the ground work. In fact, we could use a Rallye Master! We have a leader or two in Vegas which will prove a big help I am sure.

So...time to start thinking of a long!

BROMBERG'S LAWS OF AUTOMOTIVE REPAIR:

1. When the road works, any road or object closes to you becomes a highway.
2. No matter how under the rock, you will eventually end up covered with gravel and never oil.
3. When necessary, people and their souls can be used interchangeably.

APPLICATION FORM

We welcome your participation in the 1987 Concours d'Elegance. Please complete this form and return by April 10, 1987, along with a (non-returnable) photograph of your automobile that might be used for publicity purposes. Application forms should be addressed to:

CONCOURS
The Kansas City Museum
3218 Gladstone Boulevard
Kansas City, Missouri 64123

Classes and judging for the 1987 Concours d'Elegance will be based on and will conform to Antique Automobile Club of America rules.

1987 Concours d'Elegance Car Categories

(Please indicate applicable category.)

- ___ Class I Power Boat Car through 1915
- ___ Class II Vintage Car 1916-1931
- ___ Class III Classic 1932-1949
- ___ Class IV Pre-War Production 1952-1949
- ___ Class V Post-War Production 1946-1952
- ___ Class VI Modern/Special Interest 1953-1981
- ___ Class VII Current 1954-1989
- ___ Class VIII Theatrical 1953-1989
- ___ Class IX Museum 1984-1989
- ___ Class X Multi/Commercial through 1955
- ___ Class XI Post-War through 1960
- ___ Class XII Modified Classic 1923-1955
- ___ Class XIII American Market Car 1960-1972
- ___ Class XIV Universal through 1960
- ___ Class XV Exhibition

Model of Car	Year	Model Number
Model Name (if available)	Body Manufacturer	Paint Manufacturer
Previous Owner	Original Finish	Current Finish
Approximate Date	Engine Number	Transmission
Address	City	Telephone Number
Original	Presently Owned	Restored
Competition Planned	Other	

Has this car in your knowledge been altered from its original design and/or manufacturer, or have any of its major components been altered or replaced? Please furnish details:

Would you be willing to serve as a judge, if necessary? Yes _____ No _____

What category? _____

Have you previously judged an AACA meet? Yes _____ No _____



ABOUT THE KANSAS CITY MUSEUM...

Housed in the historic R.A. Long mansion, The Kansas City Museum contains one of the area's finest regional history collections which tells the Kansas City story from its archaeological beginnings to the present. There are rich collections of costumes, carriages, furniture, toys and a comprehensive collection of American Indian artifacts.

Kansas City lumber baron Robert A. Long and his family made their home in the elegant 50-room mansion at 3218 Gladstone Boulevard from 1910 to his death in 1934. In 1939, an agreement was drawn up among the Longs' daughters, the city of Kansas City and the Kansas City Museum Association, and the Museum opened its doors to the public in 1940.

In addition to the main building (dubbed "Cornelian Hall" because of its classical architectural style), The Museum makes use of two ancillary structures located on the grounds. Directly north of the main building is the Natural History Hall, which houses an exhibit of commonly observed Missouri and North American mammals. The area's only public planetarium is located northwest of the Natural History Hall in a structure that was once the Longs' conservatory.

9th Annual LATHROP

Antique Car, Tractor & Engine Show

Friday, Saturday & Sunday, May 15 - 16 - 17, 1987

Lathrop, Missouri (Main Street) 30 miles North of Kansas City (3 miles West of I-35)

Friday

DRAFT HORSE PULLING CONTEST

BEN JONES PARK — 8 p.m. — Lathrop, Mo.



Adults, \$3.00; children 10-16, \$2.00; under 10, free!

ANTIQUES, CRAFTS and FLEA MARKET

12 x 20 SPACES — \$10.00/DAY/SPACE
OR \$15 FOR 2 DAYS

SAT.-SUN., MAY 16-17, 1987

CITY PARK — 6 a.m. til ???

— Food Available on Grounds —
• NO FOOD VENDING ALLOWED •

MOON WALK

Saturday and Sunday

✓ STEAM ENGINES ✓ TRACTORS
 ✓ GAS ENGINES

☆ REGISTRATION — 9:00 a.m. til 3:00 p.m. ☆

DEMONSTRATIONS

• STEAM ENGINES

Large and Small in operation

• SAW MILL

• WOOD SAWING

• HAY BALING

• ARTS and CRAFTS

• ROPE MAKING

• EARLY DAY GAS ENGINES

• ANTIQUE MACHINERY DISPLAY

• WOOD CARVERS

• OTHER INTERESTING DISPLAYS

• GRIST MILL

• KNIFE MAKING

• BASKET WEAVING

• PAPER MAKING

• ANTIQUE TRACTORS ON DISPLAY & OTHERS

• 1911 1-CYL RUMBY OIL PULL — 15 - 30F

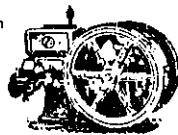
• 1920 RUMBY OIL PULL — 20 - 40G

• 1926 RUMBY OIL PULL — 30 - 60S

• 1919 MOLINE UNIVERSAL

BUGGIE RIDES

STEAM CARS



ANTIQUE TRACTOR PULL

1938 & Older

SATURDAY EVENING — 6:00 P.M.

Ben Jones Park — Lathrop, Missouri

ALL TRACTORS WEIGH-IN SCALES ON GROUND

CLASSES FOR TRACTOR PULL

• ANTIQUE

6 Rubber Tire

2 Steel

— Instigator Sled, Percentage Pull —

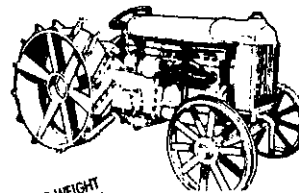
For More Information Contact:

JIM PLOWMAN

BRAD FOSTER

528-3511

424-6467



FIRST WEIGHT
FINAL WEIGHT

• TROPHIES TO BE AWARDED •
JUDGE'S DECISION FINAL!!

Admission: Adults, \$2; Ages 10-16, \$1; Under 10, Free

KIDS' PEDAL POWER TRACTOR PULL—2:00 P.M.

DOWNTOWN — MAY 17

Sunday

CHURCH SERVICES SUNDAY at 8:30 A.M. IN CITY PARK

ANTIQUE CAR SHOW

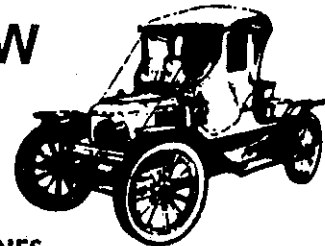
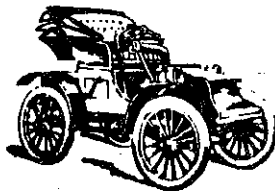
REGISTRATION — 8:30 a.m. til 12:30 p.m.

Participation Plaques to First 150 to Register

(To be eligible for judging, must be registered
by 12:30 p.m. — NO EXCEPTIONS)

TROPHIES TO BE AWARDED AT 3:30 P.M.

CLASSES FOR CARS, TRACTORS, & ENGINES



ANTIQUE CARS AND TRUCKS

18 Trophies

STREET RODS, CUSTOMS and
STREET MACHINES

6 Trophies

SPECIAL INTEREST

3 Trophies

PEOPLE'S CHOICE

ANTIQUE TRACTORS

7 Trophies

STEAM ENGINES—Large and Scale

6 Trophies

GAS ENGINES

4 Trophies

DISPLAYS

4 Trophies

FOOD ON GROUNDS — SOME CAMPING AVAILABLE
NOT RESPONSIBLE FOR ACCIDENTS OR THEFT

For Further Information Contact:

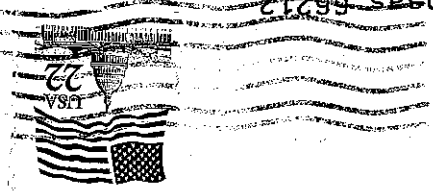
JIM PLOWMAN, Lathrop, Mo. 528-3511 or 528-3210

SAM SWINDLER, Lathrop, Mo. 528-3766

BILL HEADLEY, Kearney, Mo. 635-4610

PAUL MCBRIDE
3240 NORTH 66TH
KANSAS CITY KS. 66104

8221 W. 101st St. * Overland Park, Kansas 66212

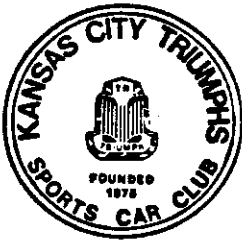


NEWSLETTER



VOLUME IX ISSUE 5

MAY 1987



NEWSLETTER

VOLUME IX ISSUE 6

JULY 1987

A LOCAL CHAPTER OF V.T.R./T.S.O.A.

Editors: Ricci & Marice Ballesteros (913) 384-6146

Director: T.R. Wilson (916) 796-9104

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7228 Grandview
Merriam, Ks. 66204
(913) 384-6146

CALENDAR OF EVENTS

JULY 18 (SATURDAY) - CLUB

Picnic & Theater at Shawnee
Mission Park
(Details & Map Inside)

JULY 30 - AUG. 2 (THURS. - SUN.)

Vintage Triumph Register National
Convention
Gainesville, Georgia
(Details in Previous Newsletter)

CALENDAR OF EVENTS CONT.

AUGUST 23 (SUNDAY) - CLUB

Brunch at the Elm's Hotel
Eureka Springs, MO.
(Details Inside)

SEPT 4/5/6 (FRI., SAT., & SUN.)

6th Annual All British Car & Cycle
Meet
Ramada Inn Southeast
I435 & 87th St.
Kansas City, MO.
(Details Inside)

SEPT. 19 & 20 (SAT. & SUN.)

6th Annual St. Louis All British
Car Meet
St. Louis, MO.
(Details Inside)

OCTOBER (OPEN) - CLUB

Possible Trip to Glasgow or
Weston. Bill Unger is working on
both possibilities.
(Details in Next Newsletter)

NOV. 14 (SATURDAY) - CLUB

Annual Triumph Club Dinner
Rodeway Inn
I-435 & Metcalf
Overland Park, KS.
(Details in Next Newsletter)

WANTED

Technical Articles, Good Stories,
Funny Pictures, TR Articles, Etc.
Suggestions for our October Club
Event.

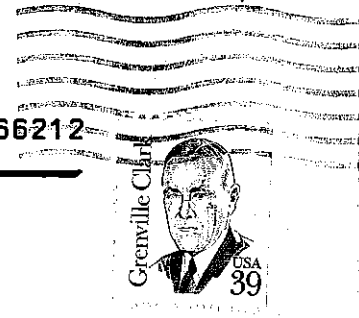
1987 JULY
VOLUME IX ISSUE 6



NEWSLETTER



8221 W. 101st St. * Overland Park, Kansas 66212



PAUL MCBRIDE
3240 NORTH 66TH
KANSAS CITY KS. 66104

DIRECTOR'S NOTES

According to the calendar, the year's longest day has passed and summer is officially here! But by the hot weather we've been having I'd say it's been here quite some time. Hopefully you've had the opportunity to enjoy the nice weather with a drive in your TR.

Our first big driving event, the Ozarks tour, is behind us. I was pleased to see people participate even though they weren't able to drive their Triumphs. We couldn't drive our TR, but we weren't alone in driving our Detroit behemoth. I won't say that I didn't take some ribbing - the Triumph director - in an American car - but we still had a very enjoyable time (sans children!). Maybe next time I'll listen to myself and get those repairs finished a little earlier in the spring.

As I've espoused before, driveing your Triumph to club activities is not a prerequisite. In fact, we have members who participate who are not Triumph owners. So even if you don't have a car to drive, you can still have fun - take the newsletter - mark your calendar - and plan to support our club.

T.R. Wilson

EDITOR'S NOTES

Hit the panic button!, newsletter time is here again, must geto out by first week in July....

I am glad not to be a "real" editor and go through this stressful situation on a daily basis. We have enough troubles in trying to keep the All British

mailing list updated, keeping our "muts", Pat & Mollie from chewing up this month's material for the newsletter, the Spitfire running, scraping money together to buy parts to continue the "Bugeye" restoration, etc., etc.,

But, this job does have its' fun moments. We get to read all the other TR Clubs newsletters, and that can be an experience.

The funniest publication we receive is called "Snic Braaapp", courtesy of the Illinois Sports Owners Association. The editors are a couple of lunatics called the Manteno Brothers, who are hilarious and profane, and whose material is not always apt for reproduction in a "serious newsletter" such as ours.

I know, I have aroused your interest, right? Don't despair, this issue carries some material from their newsletter.

The stuffiest publication we receive is..Well, more on that later.

I do want to point out that a newsletter is only as good or as bad as we want it to be. One or two people cannot do it all.

Your contributions are valuable and necessary.

PAST EVENTS

"Blessed are those who are smart enough to take their air conditioned automobiles to the Lake of the Ozarks when the weather is hotter than the dickens."

Albeit the heat was at times overwhelming, and sunburned faces and other bodily parts were the rule on the weekend of June 13th & 14th, we think a good time was had by everyone.

PAST EVENTS CONT.

On the positive side we should mention that the accommodations were very good (except for the few late reservations who were stuck in the belfry), dinner at Bentley's was excellent, dancing at Jackson Hole is always an experience, and none of the cars broke down.

We also appreciate Ric Curtiss's efforts, working 'til 5 A.M. on Saturday to get his TR 3 finished and running for the trip. (Thanks to Brent for his help also, and three cheers to Diana for braving it in a totally untested car). That is the TR spirit!

It was also nice to see Gary Burge back with us at the Lake of the Ozarks.

On the negative side, we cannot help but mention the fact that we keep seeing the same faces over and over again at each club activity. Of the more than 100 members, only 20/25 are what can be considered to be active participants. The rest might only show up for the All British Meet. (Those with weekend obligations are forgiven.)

Why don't you try and join us next time, and enjoy the brotherhood and friendship that a common interest can provide.

And last but not least, we would like to suggest that the trip to the Lake be made an official three day event starting next year. The additional day will provide us with an opportunity to participate in and enjoy some of the local activities (boating, fishing, go-kars, dinner on the river boat, etc.).

ROSTER CHANGES & ADDITIONS

Please make the following additions and changes in your roster.

Brower, Hal & Claudia
6911 E. 128th St.
Grandview, MO. 64030

Burge, Gary
12813 W. 88th Circle
Lenexa, Ks. 66215
(Unlisted Phone, Contact through the Club)

Conrad, Don
6102 E. 97th St.
Kansas City, Mo. 64134
TR3A 1959
TR3A 1960

Cooper, Marlin & Pat
New Phone: 913 268-4172

Foster, Kent
Correct Zip: 66214

Hall, Larry E.
9000 Pitcher
Independence, MO. 64052
816 836-9109
TR6 1972 CC84261

Locker, Stephan A.
12812 W. 83rd Terr.
Lenexa, KS. 66215
913 894-5048
TR6 1976 CF57678U

Charles & Barbara Middlesworth's last name should be Van Middlesworth.

Curtiss, Ric
Please add: & Diana

COMING EVENTS

JULY 18, 1987
Dinner & Theater at Shawnee
Mission Park
12:00 Noon to 10:00 P.M.

COMING EVENTS CONT.

Please refer to previous newsletter for all the details. We are enclosing the map once again for your convenience in locating shelter No. 4.

Because we need to know how much meat and refreshments to buy for the picnic, we must have your RSVP by July 15th the latest.

Please call Marilyn McBean at (913) 341-4124 to inform her how many in your party, and what side dish you will be bringing.

****AUGUST 23, 1987****

Brunch at the Elms.
We will meet on east side of the Blue Ridge Mall parking lot at or about 10:00 A.M. and motor to Eureka Springs together.

Cost of the Brunch is \$10.95 per person. This includes all breakfast items, fish, chicken, prime rib, ribs, desert table, salad bar, fresh fruits, champagne, etc., etc. Children under 5 are free. Children 5 - 12 are half price.

If you plan to attend, please call Marilyn McBean as soon as possible at (913) 341-4124. The hotel needs to know the no. of reservations as early as possible in order to guarantee space.

****SEPTEMBER 4,5,&6, 1987**** All British Car & Cycle Meet

The contract is signed & sealed. This year's meet will take place at the Ramada Inn Southeast in Kansas City, MO.

The hotel is making a concerted effort to get the grassy area next to it in top shape for the show, and has bent over backward to accommodate our requirements.

Registration is almost updated and should be out in the next couple of weeks.

This years event promises to have a better attendance, and more activities than in the past. There will be a wine and cheese cocktail party hosted by Victoria British, a sit down dinner and short awards ceremony, a dance, a rallye, an autocross, a bigger swapmeet, and all the cycle events. Seating for dinner in the ballroom will be limited to 250 people, therefore mail your registration in as soon as possible.

Gary Davis is the chairman for this years event. Should you have any questions about the meet you may call him or us for assistance.

****SEPTEMBER 19&20, 1987**** St. Louis All British Car Meet National Museum of Transport St. Louis County, MO.

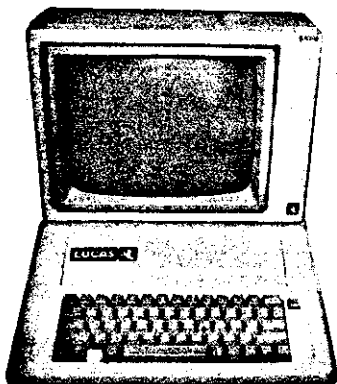
Those of us who have had the opportunity in the past of attending the St. Louis meet have thoroughly enjoyed it. If I am correct, most of us have also won trophies in St. Louis, something which is difficult here because of the judging procedure we have.

They usually have a very good tour and some good parties. I would recommend you go at least once.

Should you want additional information, or to obtain a registration for this meet, please write to or call:

Rick Green
412 Whitree Lane
Chesterfield, MO. 63017
(314) 532-7779

A Lucas Computer?



What's wrong? On June 6, 1986, I sent a cheque for a subscription. I told you about my MG TC, the Norton 850, and the Mark IV Jaguar. And I asked you to start my subscription with issue #1, as I had purchased #2 at my newsstand. My newsstand now has #4. I haven't. Nor have I #3. You don't have a Lucas computer in your subscription department, do you?

Please adjust your records, and fill my mailbox with nostalgic stuff. Life is too short for this kind of deprivation.

- Roy Jackson
Bainbridge Island, WA

Alright, you finally figured it out . . . one of the vacuum tubes in our Lucas computer was blown. But seriously, if any subscribers out there have a problem, such as seeing an issue on the newsstand that they haven't yet received, let us know immediately. If a record was mis-filed, no more magazines will be sent until we're notified that there's a problem! Don't suffer needlessly, as Mr. Jackson did.

- Editor

Re: Triumph TR6 vs. TR7

I am prompted to write and pick a few nits in your interesting comparison between the TR6 and TR7 in issue #4. Incidentally, I feel the comparison is a valid one, for the reasons you suggest. Indeed, the weather sealing of the TR7 and TR8 are superior to most convertibles, and a staggering improvement on previous TR's. The only real weak spot is the TR7's engine, but we'll get to that in a minute. I think you assessed the characters of the cars well.

Now for the nits! First, and not unnoticed by us who spend a good deal of time with TR3s, are the comments about the "3B". Technically, Standard-Triumph never called them "B's" (or "A's" for that matter); this was a convenience that the U.S. dealers assigned to the cars to differentiate some of the technical differences. This came up in 1956, when the TR3 acquired disc brakes, high-port head, Girling hydraulics, and some other features. The car was quite different in mechanical specifications, but looked identi-

cal on the outside. The '3A' was only a cosmetic change, which came late in '57. The 3A was replaced by the 3B in the same fashion in '61, not '62. The 3B came in two separate series: the TSF cars, which were identical to the 3A (not with the bigger engine or TR4 transmission), and the TCF cars, which did have the 2138cc engine, and the TR4's all-synchro gearbox. Bolting on a fender from an early 3A would also be difficult, since Standard altered the dies and sourcing. In short, the 3B is a separate and distinct model, not a leftover 3A. You are correct that the model ran concurrently with the TR4 due to vocal unacceptance in the U.S. market, but a TR3C was planned around the TR4's wider chassis. Just to really get picky, the 2138cc engine was an option on the 3A. The 1991cc was created specifically for the under-2-litre racing classes, and the Vanguard engine originally came in 2088cc displacement, easily changed with wet liners.

Second: the 2.5 litre six did not come from the GT6. The GT6 used the 2-litre version (same block, different stroke) and was never fuel-injected. The stroker six was first used in the TR5/250, but the 2-litre had been around since 1960 in the Standard Vanguard.

Third: the reference to 'down on power by the time it got there' is perhaps misleading. The six was chosen because the four it was replacing was long in the tooth and developed as far as was practical. The last TR4 IRS had virtually the same horsepower as the TR250, but the six had ten foot-pounds more torque. The TR250 was only marginally heavier. Therefore the comment on relative horsepower really doesn't apply to U.S.-spec TRs. Bottom line: despite the development of the line, the last TR6 had just about the same straight-line performance as the TR2!

Fourth: leather seats were optional on TRs (back to the 2s), meaning that vinyl was standard equipment from Year One and the TR6 cannot be looked at as 'cheaper' because it didn't come with it, either.

Five: In reference to the polished veneer dashboard; the matte finish was simply a concession to the times, but at least it was real wood. Triumph had the distinction of having an entire range of cars with wood dashes, four wheel independent suspension, disc brakes, etc. (including their sedans and 'low-end' cars). And also, just as an aside to the "tacky mock-mag wheel covers": if you didn't like those, wire wheels were certainly an attractive option with the red line tires.

Six: I'm not sure where you got your production figures, but there were considerably fewer than 250,000 TR6's. More like 100,000 if you include the TR5/250. I think on further digging, you will find that the TR7 was, in fact, the biggest-selling TR. The best selling Triumph of all time! The Herald!

Seven: the TR7 was definitely not the first unit-body Triumph (although it was the first TR-series unit body). The Mayflower of 1950

was a unit body with a peripheral frame. The Triumph 10 of 1957-60 (including the Estate Wagon and Pennant variants) were full unit bodies. The very popular 1300's of 1965-70 were unit-bodied, as were the front-wheel drive 1500 and Dolomite models. All of these Triumphs predate the TR7, which leads me to my next point . . .

Eight: the engine of the TR7 was not new to that car. In fact, the OHC slant-four was designed from the outset as a derivative of a new V8 design, which became the Stag, first introduced in 1970. The slant-4 variant was slated 'way back in the sixties as a product for Saab, then looking for their first four-stroke auto engines. The Saab engine reached production first, in the late sixties (about '67 or '68 I think). It wasn't long before Saab began building the engine themselves, with numerous evolutionary changes. The first Triumph to use the four-cylinder version was the Dolomite 1850 HL, first produced as the Dolomite Saloon in 1972. Displacement was increased to 2 litres in 1973 for use in the Dolomite Sprint. The cylinder head was a really neat 4-valve design, which can be fitted to the TR7, but never sold that way. The 16-valve 2-litre cranked out 30 more horsepower. So you can see, the slant four had been around, and it is not fair to say that it was "not fully developed". (Yes, the Stag engines suffered from the same ills as the TR7, specifically blown head gaskets.)

Well, that should about do it. Please don't feel that you were led astray: as I said, these are technical nits that are of little interest to the average reader. The conclusions, styling analyses, etc., were all right as far as I am concerned. I would have added a little more about the TR8; that was a great car, perhaps the best TR ever. If the series had to die, best it did so with its best representative. The article is still more ink than the marquee has had in a while, and I thank you for it. Only those of us interested in preserving the historical context of the cars will care. I hope to see more Triumph articles in the future, and particularly this kind, which forces even us Triumph nuts to think a little. Thanks.

- Steve Hedke, President,
Triumph Register of Southern California

I was strolling through New York City over the Thanksgiving holidays, and stopped to browse in one very well-stocked magazine storefront. I was absolutely thrilled to see your magazine *British Car & Bike* on the racks (I have since subscribed and requested all back issues while I was at it), and was particularly interested in the cover story "Triumph TR6 VS TR7" (Winter Issue 1986). I personally own both a 1973 and '76 Triumph TR6, and have been a self-professed (my wife would not disagree) British car fanatic since I was 15 years old. Your publication is something that

Continued page 48.



4
LETTERS

Messrs Manteno
SNIC-BRAAAPP
760 Barberry
Highland Park, Il. 60035

Gentlemen(?),

I have just finished reading your latest edition of your epistle with great mild interest (epistle-from the root eppes, or perhaps). Apart from the apparent lassitude with which it is published, it has a certain rustic appeal. My curiosity was aroused (little else is) however, by the unusual name you have selected. As I had not seen such an appellation before, I was determined to conduct an inquiry into the origination of "SNIC-BRAAAPP."

There is no such word in common usage. It does not appear in any dictionary, thesaurus, or index of any sort. Nor can it be found in any scientific literature. How then to proceed, I wondered.

Fortunately, you have inserted a dash between the "C" and "B" thus enabling me to brilliantly divide it into identifiable sub-parts. "SNIC" or snick is a provincial English word meaning to cut or snip. It is also short for snickersnee, knife, or keen blade. Ergo and Eureka! "SNIC" relates to the fact that a British car owner should carry a knife at all times so as to be prepared to cut burning wires, leaking hoses, his wrists, or the throat of the guy who sold him the car.

"BRAAAPP" proved to be a bigger challenge. The letter "A" simply is never used as "AAA" unless you are selling towing services. Close, but not what I was seeking. I also had to split "BRAAAPP" into subparts, "BRA-A-APP." "BRA" is an oft used short version of brassiere, a uniquely engineered device providing front end support to overcome poor design. A "BRA" therefore would seem mandatory equipment for a British car.

"AAPP" is a group of letters that lend themselves to a variety of pronunciations peculiar to British car motoring. Is it pronounced opp as in slop, drop, flop, stop, etc., or is it app as in flap, map, or crap? I was happy with crap and did not want to pursue the matter further.

"SNIC-BRAAAPP" = Keen support of British crap.

Your obedient servant,



Lord Henry Brinthrop (O.E.M.)
Skokie, Il.

LHB/OGS
cc: JB, SHB

Has a Sports Car Stolen Your Heart?

Compliments of May 1986 Sport & GT NAMEPLATES CHANGED TO PROTECT THE INNOCENT

It was finished. After two long years of dreaming, planning, bargain shopping and many late nights, it was finished. The detailing of the engine, sewing my own carpets, rebuilding dirty unseen parts, and eighty hours of color sanding were behind me now. The last side molding snapped tightly into place, and it was finished. Even though it was a week-night, it was worth not slipping into bed until 2 a.m. I layed there remembering how the TR3 had come from three tones of dirty red to the beautiful lacquer finish now hidden in the garage under a car cover. The rust in the floor boards had long given way to replacement panels welded in place. It was a glorious occasion.

Or was it?

As I lay there, the little red idol began to fade more and more, giving way to a person that had been much neglected in my pursuit of TR perfection. I couldn't help but think of my wife as she slept. I wondered how many nights she went to bed without me. How many evenings did she want my company as she sewed and I read, but instead I was out in the garage romancing 'another' that had taken my heart. How many times did I

say over my shoulder as I shut the door to the garage, "I'll only be a half hour at the most." Then two hours later I'd come into the house to find her sleeping on the couch waiting for me.

"Come on, it's time to go to bed." "Did you get it fixed?"

"Yes, well sort of. I've got to run across town tomorrow to get a part a friend said he might have. Then I want to stop by the salvage yard and then the auto parts store. Shouldn't take more than a half hour."

"Tomorrow you were going to stay with the kids while I went riding."

"Oh, yeah, sure . . . it will only take an hour at the most, just an hour."

Why does working on a car distort one's ability to tell time? Three hours after leaving I returned with big plans of how quickly I was going to render this particular repair. Not wanting to break the momentum, she yielded the horseback riding to another session of my disappearing into the garage.

Did anyone ever tell her that her most selfish child would be her husband?

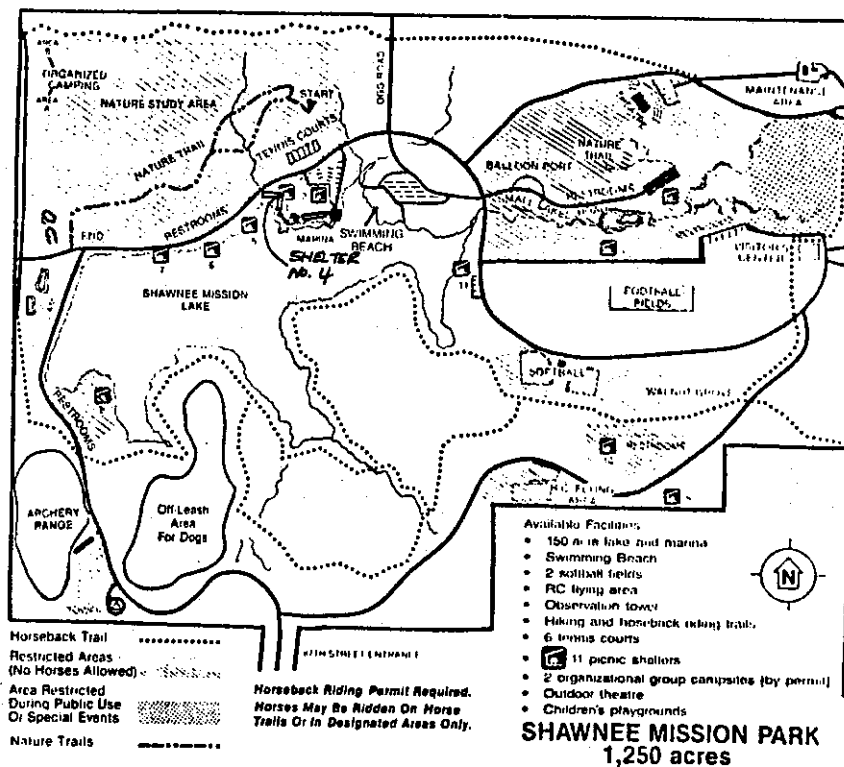
At a car show I once overheard a man making a statement to his wife regard-

ing a meticulously restored TR3 they were admiring: "This guy is either single or will be soon." Was that going to be me? What was the price to pay just to finish my little project? My marriage? My family?

It was now 3 a.m. and sleep still had evaded me. With the thoughts that were hounding me, I wished I could sleep just to avoid trying to find answers to these tough questions. The only thought that saved me was that I still had a chance to let my wife know it was her I married, not a red TR3. It was as if the spirits of Abingdon had visited me to give me another chance. Scrooge could change, so I could do no less.

I was determined to not just make a few feeble efforts at making me feel better about myself by lavishing her with gifts. I was determined to give her something she had lost and missed for the past two years—myself.

It's amazing how we only have one day a year to honor our wives and mothers. The hard part is to keep every day Mother's Day in our hearts. □



TR Picnic Site / JULY 18, 1987

Vintage Driver Exercises

The Importance of Physical Fitness for Winning Race Car Drivers

by Jean Paul LaPontNeuf

Strength and Fitness Coach to the Victory Lane Racing Team

Many a novice race car driver has snatched defeat from the jaws of victory at the race track. You've seen this neophyte sulking in the pits berating his crew, cursing his equipment and heaping insult and blasphemy on the heads of those veteran drivers who crossed the finish line well ahead of him. He suspects they, the winners, have access to some diabolical knowledge he is not privy to. And, sacre bleu, he is right! All of the great drivers have a special ingredient in their bag of racing tricks (besides money, superior equipment and phone numbers of beautiful women) that the novice is generally not privy to. That singular quality that catapults an average race car driver into that heady world of track legend is physical fitness.

The truly fit driver has logged in countless hours of both aerobic and non-aerobic exercise before donning his three-layer gilt edged, bepatched driver's suit. Jogging, sit ups, barbell exercises, deep knee bends, and jumping jacks not only serve to tone muscle and sinew, but put a fine edge on the senses as well. Hand-eye coordination has in many cases improved to a point where only occasional gear grinding and over-revving are evidenced, and then are generally the result of equipment malfunctions.

The benefits of physical conditioning are manifold. Being in top condition you are less likely to lose patience with less fit crew members as they push you endlessly around the paddock area trying to get your car started for pre-grid. As you wait, buckled and helmeted in the pre-grid area, you are able to issue countless instructions to your attendants regarding the proper umbrella angle, positioning of the starter battery and best turn locations to take pictures of you. As you slumber in the warmth of the cockpit you will also be able to offer those gathered about the benefit of your experience as to the correct tire pressure, proper tension of safety belts and of course a succinct and colorful preview of your race strategy. Having achieved a state of near perfect physical and mental conditioning, your strength and energy are not needlessly sapped by pre-race routines. In fact, many an ace driver has found it beneficial to smoke a last minute cigarette or cigar to insure that he does not peak before the green flag is dropped. A good driver will always recruit pit crew members who have the foresight and initiative to lay in a good stock of cigarettes, cigars and champagne prior to race day. What with all the physical and mental stress, the conditioned driver has little time (and coincidentally money) to tend to such pedestrian matters. Economy of effort, as in all things, is the hallmark of the fit driver. The truly accomplished racer will not be seen scurrying about his machine making last minute adjustments or tweaking throttle linkage, rather he will be observed waiting and relaxed in the cockpit of his racing machine. So intense is his concentration he often closes his eyes in order to block out the distractions of the pre-grid area. Sometimes his concentration is so deep a few taps on the helmet by a crew member are necessary to bring our potential hero back to reality.



Le Mans Start: Standing on one foot, swing your arms back and forth in front of you. Alternate feet.

Novice: 2 min.

Professional: 5 min.



Steer and Brake: Standing on one foot, lift the other foot off the ground and push forward. Raise your arms to chest level and hold them in front of you while rotating them from the shoulder.

Novice: 1 min.

Professional: 2.5 min.

Once on the track and past the green flag our speed demon unleashes all his talents. Many times he finds it strategically expedient to lurk, like the proverbial jaguar, at the rear of the pack picking out the weak points of those in front of him, while at the same time conserving his strength for an assault and battle for leadership, if and only if, the right opportunity presents itself. No need to dissipate that hard earned strength and endurance chasing a bunch of pack fillers. No, our driving hero bides his time and will forego the glories of today for those of the future, knowing full well there will be other more worthy opponents to duel.

Besides, winning a dice or two on the track is only half the battle our hero has to confront, there are all those post-race functions that will inevitably test his endurance and reserves to the hilt. He will in due course be required to consume unknown quantities of food and drink and still maintain that rough and ready image required of the god-like. As most often is the case, he will pull on his driving suit early the next day, having benefited from only one or two hours of sleep, and once again strap himself in his machine and meet yet another test of his racing abilities. He makes these sacrifices not for himself, but for the pleasure and edification of his family(if any), friends (if any) and all those nameless spectators who descend on tracks like locust to witness the ultimate test of man and machine.

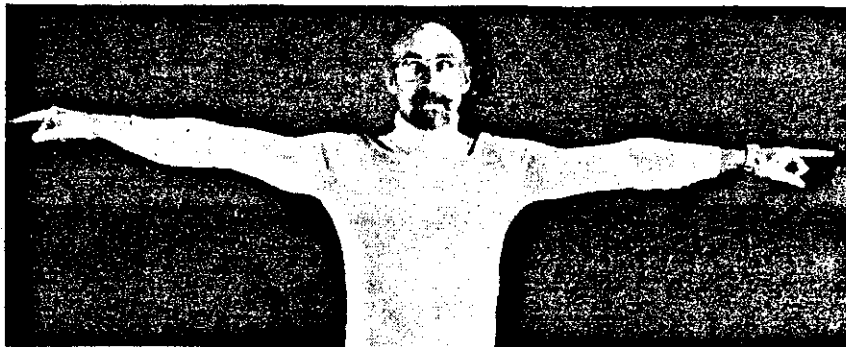
The editors, at this point, caution those novice race drivers to use good common sense when embarking on a physical fitness program. Start off very slowly, do not under any circumstances overextend yourself.

Always let your pit crew do the lifting and pushing. Although lugging around heavy tool boxes, tires and sundry items can build strength and improve cardiovascular endurance, these chores are better shared with non-driving personnel.

Never under any circumstances fetch gasoline or a starter battery when a wife, son or daughter is idling about. They will not only benefit physically, but will develop a certain amount of esprit de corps in the performance of these lowly, but important tasks.

Remember, it is your responsibility as a race driver to conserve your strength and energy for those few, but demanding, laps around the track.

Please, use the exercises contained in this Special Report carefully. They were intended for persons in good health with a current medical card. Non-drivers should not attempt these exercises!



Double Pass: Raise your arms to shoulder high and hold them there. Extend the index finger of each hand. Cross your eyes.

Novice: 2 minutes Professional: 5 minutes



Mirror Adjustment or Reach for Drink: Hold your arm in front of you, palm extended. Rotate hand at wrist. Focus your eyes on your hand. Squint eyes. Alternate arms until you are as good with your left hand as you are with the right.

Novice: 2.5 minutes Professional: 10 minutes



Thumbs Up: Hold your arm out to the side, bent at the elbow. With your hand closed, extend the thumb upward. Smile with your eyes and look like you mean it.

Novice: 2.5 minutes Professional: 5 minutes



Begging or Praying: Fall to your knees. With both arms bent at the elbows, clasp hands together. With eyes upward, assume a pleading look on your face.

Novice: 5 minutes Professional: 12 minutes



Bottoms Up: Raise one arm to above your head, bent at the elbow. Tilt head backwards as far as possible. Open your mouth wide. Alternate arms.

Novice: 2.5 minutes Professional: 60 minutes



Oversteer: Holding both your arms extended in front of you, with hands in gripping position, rotate arms at the shoulder as far as they will go.

Novice: 2.5 minutes Professional: 10 minutes

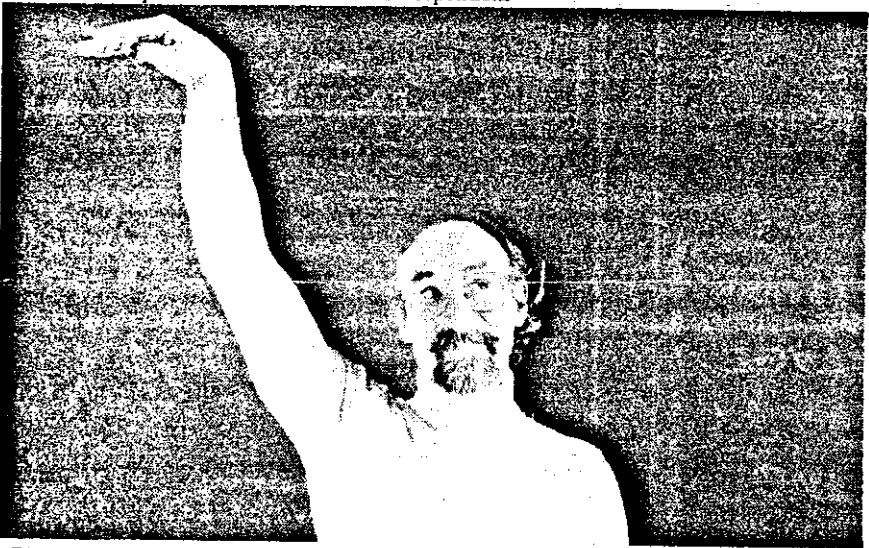


Paying Up: Bending your arm at the elbow, reach behind you and place your hand on your hip. Alternate your arms. Disregard the pain.

Novice: 20 repetitions Professional: 100 repetitions



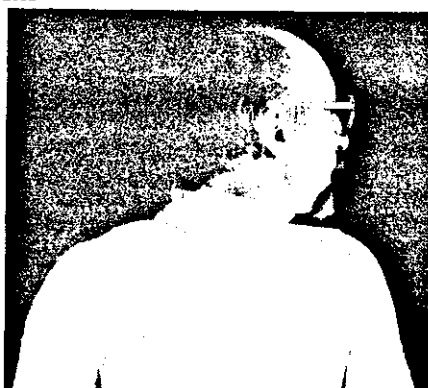
PreWar Lean: Holding your arms in front of you, with hands closed, lean your whole upper body first to the left as far as possible, then to the right.
 Novice: 20 repetitions Professional: 50 repetitions



Pitting (California Style): Hold your arm up as straight up as possible, with wrist limp. In other areas of the country, wrist should be firm.
 Novice: 2.5 minutes Professional: 5 minutes



Pass: Hold one of your arms over your head and point to the opposite side. Alternate arms.
 Novice: 10 repetitions
 Professional: 15 repetitions



Looking Back: Swivel your head as far around as it will go. Don't worry about the "crackling" sounds. Alternate directions. Don't swivel from waist!
 Novice: 10 repetitions
 Professional: 15 repetitions.