



Volume 38—Number 1 February, 2016

Directors Drippings, January 2016

By Ed Blend

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The New Year is here, I really don't feel any different, just cold. The weather changed some in January, a bit colder, but thankfully not a whole lot of snow. As I am writing this the east coast is digging out of the storm of the century, boy could it have been any worse? Why would anyone want to live any place but here? I have often dreamed of living in Southern California, we have connections there and for a while we always planned to retire there. But now when I look back I am so glad the grandkids came along and kept us here. They are pretty much grown now, but I have lost that dream and will probably be here the rest of my existence.

We had our holiday party in December. Big thanks to Steve Vehlewald for heading it up. It was delightful and really good. One of the highlights was presenting "Member of the year award" to Steve Olson. It was well deserved, Steve comes to almost every event and is extremely helpful to any member who has car problems or questions. Steve, thank you for being a member of the KC Triumphs. There will be more photos of the event elsewhere in this addition.

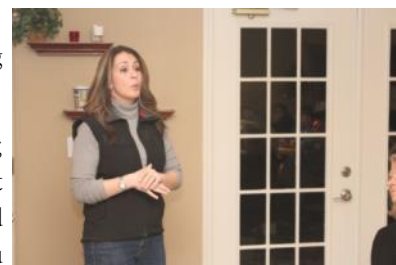


We also had our planning meeting on January 23rd. The club provided Jack Stack BBQ and dinner was a lavish affair, plenty of sides and lots of food. The meeting was well attended and we discussed the upcoming year's events. Now we have to sort it all out and put a calendar together. I plan on having that done by the end of February. We also had a guest speaker, Nicole Borghart from Hagerty Insurance. She spoke to us about the value of having classic car insurance instead of run-of-the mill insurance from the likes of State Farm or Allstate on our cars. If anyone is interested in checking this out please contact Nicole at nborghardt@hagerty.com.

I want to thank Nicole on behalf of the club for making time for us.

I still have four sets of nametags for our newest members; all you need to do is come to one of our events to collect them. And, on another note, not all of us have received their hats and/or visors. All you have to do is ask if you have not received one yet.

That's about all I have for this newsletter so I hope to see ya all soon at our club nights out on the first Thursday of every month and at events still unplanned.



In Memory of Randy Kassed



It is with great sadness that we report that a friend of the club and a generous person to all of its members has passed away. Randy Kassed passed away on January 24th. In addition to being a great friend to many of us he also gave of himself unselfishly in assisting members with their cars. Randy lived with Brad Baumgart for two years after losing his medical certificate as an FAA Air Traffic Controller.

Randy is survived by his parents of Road Island and a son, Jackson, from Baton Rouge, Louisiana.

Randy left behind his Triumph motorcycle, TR-6 and beloved MG-B GT and all of the enhancements that he had incorporated into his beloved MG-B. He also had many parts that were destined to become a part of his rolling genius.

To honor Randy, Brad states it best, "I think we as a club can best remember Randy by following his example and always be there to help another club member out".

Holiday Party Photographs



Judy Gillissen & Tom Leiker



Kim Aguilar & Jayne Vehlewald



Steve Olson, Ann & Richard Woody



Pam & Chip Kigar



Facebook Humor

Submitted by Bob
Haefner

Holiday Party Photographs Continued



Gary Davis, Steve Olson and Steve Peak



David Mackintosh in the mix

Planning Meeting Photographs



Steve Boyse, Nicole Borghart from Hagerty Ins., & Tom Leiker



Pam Kigar, Robin & David Mackintosh and Chip Kigar



Ed Curry, Kim & Craig Simon, Jim & Ben Rust, and Margaret McBride.



Brooklyn & Dad Eric Dieckhoff

Great Tribute for Club Members Richard & Ann Woody



Richard & Ann Woody were featured in the Kansas City Star's Automotive Section in late 2015. Pictured on the left with their restored TR-3 and on the right with their 1961 Pontiac Bonneville.



1961 PONTIAC BONNEVILLE

KEARNEY MAN FOUND HIS NEARLY ALL-ORIGINAL CAR IN UTAH

By DAVID BOYCE
Drive contributing writer

Under blue skies on a near-perfect fall morning in late November, Richard Woody pulled his 1961 Pontiac Bonneville out of a garage behind his home and headed out on the road. Woody was thrilled that the car he found two years ago in Utah still had the ability to exceed 60 miles an hour without it being restored.

As he zoomed down the roads near his Kearney home, it was easy to see how the 71-year-old Woody was temporarily taken back to the time when he was in the Navy and he owned a 1961 Pontiac Catalina.

"In '61, everybody was happy," Woody said. "The economy was good."

The Catalina was also the car Woody drove when he was dating his eventual wife, Ann.

Woody viewed Pontiacs from the early '60s as the first muscle cars. In drag racing, Pontiacs were winning, beating out other brands, he said.

Simply put, the Pontiac brand has always been a special car to Woody. The fact that Pontiac officially ended production on Oct. 31, 2010, didn't end Woody's love for the brand. It enhanced it.

Woody wants to get the word out about the 7th Annual Pontiac Tribute Day, which will be held June 4, 2016, at Olathe Bass Pro Shops, 12051 Bass Pro Drive, Olathe. It starts at 10 a.m.

The show is for Pontiac owners of all cars and GMC trucks because they once had Pontiac engines in them.

"If you have something Pontiac, bring it to the show," Woody said. "It is free admission to the public and people who exhibit their cars."

"When Pontiac closed down, that ended Pontiac as a brand, so the Tribute Day is to celebrate that brand. We have been averaging 125 cars and trucks each year. We are trying to get more numbers."

Last summer was the first time Woody was able to take his 1961 Pontiac Bonneville to the event.

Woody said he searched a long time to find a 1961 Pontiac. He has bought several other cars and restored them.

For the 1961 Pontiac Bonneville, Woody wanted a survivor car, meaning it is a car he can take to shows that has had very little restoration work. Nearly everything has to be original.

Woody finally found what he was looking for.

"It belonged to a lady in Utah," Woody said. "She owned it all her life. They stored it away. It spent 30 years in a barn. It took me two years to get it road-ready again."



Richard and Ann Woody with their 1961 Pontiac Bonneville.

"It is a survivor car. You either restore it completely or you have to be careful with what you do because everything you do takes off points when you show it."

Woody is proud to say the 54-year-old car is mostly original. He did put in seat belts, but they didn't cost him any points at shows because they are a safety feature.

Even if it wasn't a restoration project, the car needed two years of work to be road ready.

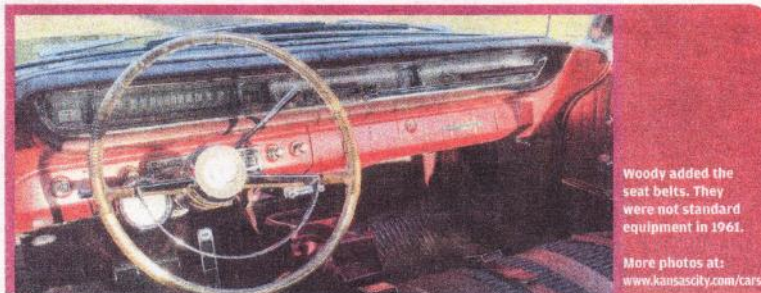
"It was stored so long that the brakes, the exhaust, the gas tank was full of rust," Woody said. "This is the original upholstery and original carpet. The cushion of the back seat is still original fabric. You fix some stuff and not others. The dash is cracked. I could replace it but I would start sliding down that slippery slope of restored."

Last June, Woody felt his car was ready for competition. He took it to a car show in Liberty, and his car won a trophy.

"My original sat next to someone who spent \$100,000," Woody said. "It was hard to compete, but they appreciated originality."

When Woody shows the original engine in the car or the eight lug wheels that he had put on, it is obvious that his 1961 Pontiac Bonneville is priceless to him.

Do you have a car, truck or motorcycle or other vehicle you would like see featured in Make It Yours? If you do, email your idea to David Boyce at Drive@kcstar.com



Woody added the seat belts. They were not standard equipment in 1961.

More photos at:
www.kansascity.com/cars



Doug & Evonne Howell, 1975 TR-6

Sam & Wanda Taylor, 1974 TR-6

70500 NE 103rd Terrace
Kansas City, MO 64157

January 5, 2016

Mr. Mark Gillissen
9131 Darnell Street
Lenexa, KS 66125

Dear Mark,

I am writing to submit payment for membership in the Kansas City Triumphs Club. I own a TR6 which I bought new in 1974. I was living in San Diego, California at the time and drove it every day. I was in the Navy and was transferred from San Diego to Rhode Island in 1986. I stored the car in California and retrieved it when I was transferred to Washington DC in 1987. I drove the TR6 some in DC for the next three years but infrequently because I was afraid of it being damaged—traffic was crazy. I then moved to Pennsylvania and stored the car there for the next 10 years. I then moved to Cincinnati, Ohio and stored the car there for the next 9 years. I moved to Kansas City in 2006 and the car has been stored in my garage since then. I believe it's time to pull the car out of "storage." I want to tune it up and get it running and drivable (I started the engine last summer but it had a fuel leak). As I go through this process I would like access to local "experts" for advice and encouragement. What better way than to join Kansas City Triumphs!

Sam
(Sam Taylor)



2016 dues are \$20 or \$25 if you want your newsletter mailed via USPS. Please send your renewal to KC Triumphs Treasurer, c/o Mark Gillissen at 9131 Darnell St., Lenexa, KS 66215. Make checks out to "Kansas City Triumphs". See enclosed Membership application later in this newsletter.



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2015 Charity Donation to Marillac

Thank You!



December 1, 2015

Mr. and Mrs. Edward Blend
Kansas City Triumphs Sports Car Club
13769 Pembroke Circle
Leawood, KS 66224

Dear Mr. Ed Blend,

On behalf of the children and families served at Marillac every day, thank the Kansas City Triumph's Sports Car Club for your generous donation of \$300.00 received on November 25, 2015. Marillac's mission is to offer at-risk children and families hope for a better tomorrow. Your donation helps us achieve that mission.

In 2014, Marillac delivered mental health treatment and services to over 2,000 youth and families and provided over \$200,000 in charity care for those who could not afford services. We are committed to offering a continuum of care through our child and adolescent psychiatric hospital, partial day program, residential treatment program, therapeutic day school, and outpatient clinic. Your contribution allows Marillac to sustain these vital services.

We invite you to learn more about the impact your donation has on those we serve. Please contact Director of Development Sara Gardner at (913) 951-4490 to chat further or to arrange a convenient time to tour our facility.

Thank you for joining us in changing – and sometimes saving – the lives of children who have special emotional and behavioral needs. We know you have many choices in your charitable giving, and we are grateful for your investment in Marillac.

With gratitude,


Lynn Lemke
President & CEO

Marillac is a 501(c)(3). No goods or services were provided in exchange for this contribution. Gifts are tax deductible to the fullest extent of the law. Please retain this letter for your tax purposes.

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www.marillac.org

WEDGE WORDS

By Steve Olson

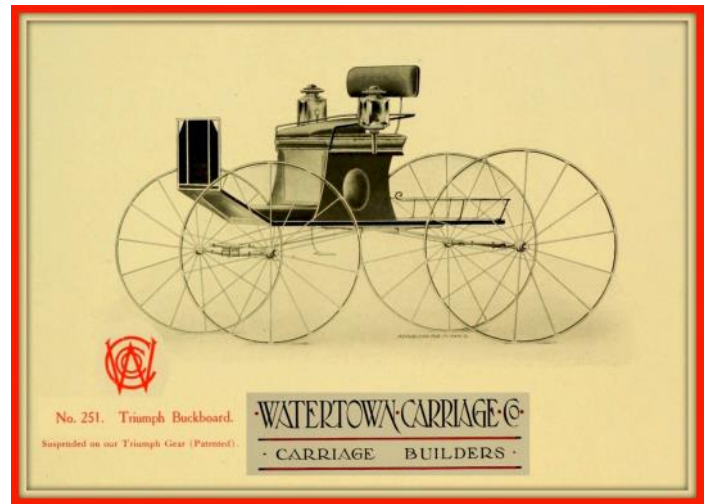
I recently read an article in the Triumph Wedge Owners of America newsletter discussing in great depth the causes of ride height deterioration in our "modern" Triumphs. They had previously gone to a great deal of trouble to see if the springs were the culprit as most assumed they were. Careful measurements of free length and compression resistance were taken using well used original springs, very low mileage original springs, new old stock springs, and replacement springs from several different vendors. And guess what they found...almost no deviation from the original specifications. Still many reported their cars sat nearly an inch below original specifications and bottomed out frequently.

The culprits turned out to be the rubber components surrounding the springs. So more extensive testing was done on replacement spring isolators and strut bushings and bump stops. Turns out replacement parts from suppliers varied greatly not in dimensions but in hardness. It had been previously determined that engine and transmission mount parts also had this problem. Some vendors supplied rubber products that were considerably more compliant than what the factory engineers called for. Some were rock hard. Most were not even close to the original design.

Those seeking handling performance for racing or spirited driving have long advocated replacing rubber suspension parts with urethane or some other modern polymer material that is basically rigid. That does hold the alignment of the suspension members far better even under cornering stresses but it also transmits a lot more road noise and vibration into the passenger compartment. That is the main reason designers put rubber parts there in the first place.

So armed with my newly found intelligence I took my tape measure and checked my car's ride height. To no great surprise it was about an inch low both front and rear. The rear coil springs have rubber isolators on top and bottom. Small remnants of those still existed but were rotted and smashed paper thin. Up front the thick rubber mount that separates the top of the McPherson strut and the body has let the strut push up into it nearly a half inch too far.

So I made a parts list and went online to see where I might find the best prices assuming quality from any of our major vendors would be adequate for my leisurely driving. Prices did vary greatly on some items. In the end I opted to go local and placed my order. I have installed the rear components and those were easy. Some of the front ones were on back order and were to be more labor intensive once they came in. But now my TR8 is riding and handling pretty much the way it did when new over 35 years ago. Rubber components were expected to last the lifetime of the car but designers thought that would only be a few years or a single decade at most. Little did they know Triumph die hards would enjoy them for so long



All Things Triumph: Submitted by Bob Hafner



Sadly For Sale

My 1978 Spitfire, I have had her for almost 10 years. She has a new top, new interior, very recent complete professionally overhauled engine, new clutch, overhauled transmission, Weber carburetor, exhaust header, alloy min-lite wheels and many more refinements. If you want a really good look at her check out the Victoria British 2015 Fall catalog, she is on the cover with some wonderful photos on the back page. I have kept all of the old stock parts in case you would ever want to go back and she comes with a complete spare rear bumper and the stock wheels and covers. She shows 88,000 miles on the odometer and I have averaged about 1800 miles a year.

Two tonneau covers are also part of the sale, one full cover and one that only covers the retracted top. I have complete documentation in a log book and receipts of work that has been done since I have owned it and some documents from before. I believe that I am the third owner. I have put a lot of love into her not counting the money. This car is worth top dollar for its condition, you won't find a better car for my asking price. If interested call me, Ed Blend at 913 - 669 - 1207

2016 KC Triumph's SCC Calendar of Events

Our calendar of events will be out shortly. The board of directors are currently working on it from the many suggestions that members presented at the January 23rd planning meeting. One event that you want to make sure you put on your calendar is the Olpe Chicken Run to Olpe, Kansas on either Saturday April 9th or 16th. In the mean time don't forget that the club meets on the 1st Thursday of each month at 6:30 PM at Birdies Pub and Grill, 8889 W. 75th St., Overland Park, KS 66204, 913-648-4011


Triumphs, Motorcycles not Cars


Submitted by David McIntosh

Ok, so it's a Triumph bike, not a car. I thought this was great, funny advertisement. Wish more were like it. Here is the link to the video :

<http://vid.carbuzz.com/the-fact-that-triumph-actually-paid-for-this-ad-is-magnificent>

Our St. Louis Brother's & Sister's Triumph Club Calendar

CALENDAR	
<p>19 Jan 2016—SLTOA monthly meeting, Granite City Food & Brewing, 11411 Olive Blvd, Creve Coeur (West Oaks Shopping Center). Show after 5 PM, formal (?) meeting around 7 PM.</p>  <p>14 Feb 2016—The bear survived SLTOA's Christmas Party and New Years and is now preparing for the annual SLTOA Polar Bear Run, traditional first top-down drive of the year with post-drive gathering and hot food. Route planning in development, the Hickory Ridge Clubhouse will serve as the end point, 100 S Willow Grove Ct, St Peters 63376. Start point/meeting time TBA, this event will constitute SLTOA's February meeting.</p> <p>15 Mar 2016—SLTOA monthly meeting.</p> <p>27 Mar 2016—7th MG-Triumph Challenge for the British Leyland Participation Trophy, in association with HCCMO's Easter Concours at Forest Park. Time to return the trophy to its rightful place! Watch for more details and preparatory information.</p> <p>20-24 Apr 2016—"The Oklahoma Run," South Central VTR Regional. In Norman, OK, sponsored by Central Oklahoma VTR. Host hotel is the Marriott Conference Center, 2801 E State Hwy 9, Norman (405)447-9000. Info at www.triumphsokc.org or contact Dave Hogan at david.i.hogan1@gmail.com.</p> <p>8-11 Sept 2016—Triumphfest 2016, Ventura, CA. Hosted by the Triumph Register of Southern California, at the Marriott Ventura Beach...directly across the street from an In-N-Out Burger (yahoo!). More information available at www.triumphfest2016.com.</p> <p>3-7 Oct 2016—"Bigger in Texas, Better in a Triumph," VTR National. Lake Texoma/Pottsboro, hosted by the Red River Triumphs of Fort Worth-Dallas. Celebrating the 70th anniversary of the Triumph 1800 Roadster; host hotel is the Tanglewood Resort, Pottsboro, TX. Info at http://vtr2016.org.</p>	<p>28 Jan 2016—Gateway Healey Association RUMP (Retired or Unemployed Member Persons) road trip to West Alton to see the eagles at Riverlands. Lunch at Fast Eddie's Bon Air afterwards, monitor http://clubs.hemmings.com/gatewahhealey/.</p> <p>28-31 Jan 2016—St Louis Auto Show, presented by the St Louis Auto Dealers Association at America's Center and the Edward Jones Dome. Info including prices and hours at http://saintlouisautoshow.com.</p> <p>Feb 2016—Jaguar Association of Greater St Louis Winter Drive. In development, tentatively scheduled for either the 6th or the 13th. Monitor www.jcna.com/users/sc20.</p> <p>15 Feb 2016—Annual Gateway Healey Association Valentine's Party, see pg 3.</p> <p>15 Feb 2016—MGCSL Winter Tech Session No 2, at British Car Restorations & Services, 23338 N Lindbergh Blvd. Topic and time TBA, monitor www.stlouismgclub.com/.</p> <p>25-27 Feb 2016—Annual British Motor Trade Association Conference, at the Radisson Hotel-Nashville Airport, 1112 Airport Center Dr, hosted by JD's British Cars of Nashville. All British car businesses and clubs invited, details at http://britcar.org.</p> <p>28 Feb 2016—MG Club of St Louis Annual Pinewood Derby, at the Sports Café, 3579 Pennridge Dr, Bridgeton. Ladies and gentlemen, start your engines...oh wait, there are no engines. Time TBA, monitor www.stlouismgclub.com/.</p> <p>Mar 2016—JAGSL visit to Hunter Engineering, 11250 Hunter Dr, Bridgeton, featuring the Steve Brauer Collection, lunch follows. For more info, monitor www.jcna.com/users/sc20 or the online Growl.</p> <p>20 Mar 2016—Annual Terry Fanning Memorial Rally, hosted by the MG Club of St Louis. Details to follow.</p> <p>27 Mar 2016—55th Annual Easter Concours, in Forest Park at the new, improved Munny parking lot. Hosted by the Horseless Carriage Club of Missouri, event incorporates the resumption of the annual MG-Triumph Challenge. Info at http://hccmo.com/easter-concours/.</p> <p>16 Apr 2016—Annual Missouri Endurance Rally, hosted by the MG Club of St Louis. Mark your calendars, pick your driver (or nav) and watch for details. Triumphs to the front!</p> <p>28 May-5 Jun 2016—Annual British Car Week</p> <p>3-5 Jun 2016—British National Meet, this year only at the Arkansas Aeroplex in Blytheville, AR, in association with the Arkansas Mile and Cars & Cycles Against Cancer show. Info at www.britishnationalmeet.com.</p>



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Parts and Accessories for Triumph TR2, TR3, TR4, TR4A, TR250, TR6, TR7, TR8, GT6, Spitfire



The image shows the rear of a bright orange Triumph TR4 convertible parked on a cobblestone road. The car's interior, including the tan leather seats and dashboard, is visible. The rear features a black bumper with a license plate that reads "VICTORIA BRITISH". On the right side of the rear panel, there is a small plaque that says "TRIUMPH 1500/1600/1800/2000".

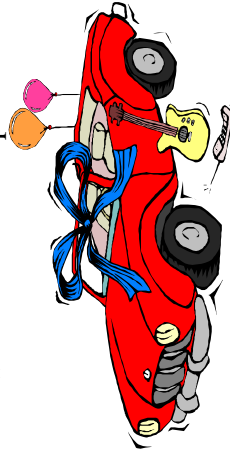


VictoriaBritish.com (800) 255-0088

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The Kansas City Triumphs sports Car Club is dedicated to the preservation and restoration of Triumph sports cars. We are also a social club made up of approximately 100 fellow TR enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, and technical sessions giving you many opportunities to enjoy your Triumph and others. We publish a bimonthly newsletter, which you will receive upon joining the club. Also look for club events listed in the "Fun on Wheels" column in the automotive section of the Kansas City Star. In addition, all club members receive a 10% discount on parts from Victoria British. Don't have a Triumph or your car or cycle is not a showstopper? Don't worry – we welcome all Triumph enthusiasts!



To join or renew, complete the application and mail with \$20.00 check (\$25.00 for newsletter delivered by snail mail) payable to "Kansas City Triumphs" to:

Mark Gillissen, Treasurer
9131 Darnell St.
Lenexa, KS 66215
913-888-4565

DO YOU LIKE TRIUMPHS? JOIN THE KANSAS CITY TRIUMPHS SPORTS CAR CLUB!



Club Director
Ed Blend
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