



Volume 39, Number 1 February 2017

We Remember A Close Friend

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On December 29th, our good friend Steve Boyse passed away. What follows are remembrances and photos of Steve by a few of our club members.

Stephen Boyse, 1946-2016

By Paul McBride

One could say that Steve was “no shrinking violet”....and that’s a good thing! He was a man of strong opinions and of ecumenical taste in motorcars. His love of domestic Mustangs & Corvairs, German VWs & Mercedes and of course his British TR6 bear witness.

Steve and Sandy joined the Kansas City Triumphs Sports Car Club more than a decade ago and quickly became active members. They hosted a Progressive Dinner segment in December of 2007 and the annual Planning Meeting at their home in February 2009. They volunteered for the planning committee of our club’s 30th Anniversary Celebration Banquet of December 2008. Steve was a fixture at Spring and Fall club Tune Up

events and was quick to offer help and advice.

In 2010 Steve became an officer on the club’s Board of Directors. He served as Membership Director and later Activities Director until his death following a battle with Leukemia. One of the Eulogists at the funeral described Steve as “Steadfast”. I can’t think of a more appropriate description. RIP



Steve and Sandy



Son Eric and Steve

STEVE BOYSE

By Steve Olson

I can't recall exactly where it was that I first met Steve. Probably at a British car show or some event hosted by the KC MG Car Club or the Kansas City Triumphs. But I do remember that I quickly found we had things in common. Not only did we share a first name, we were both car nuts in general and British sports car nuts in particular. We were about the same age and had grown up in the Kansas City suburbs. But our cars were the focus of that meeting and similarities existed there also.



Almost all of the other cars had sparkling chrome, and gleaming paint applied over perfectly straight body panels and coated with whatever wax was currently being touted as the most lustrous. They had interiors without rips, tears, scuffs, and scrapes and without any dust or clutter. They looked better than the day the cars rolled out of the factory. Steve's car and mine, not so much.

The real difference with our cars was even more easily seen when looking at the mechanicals. On most other cars every component looked sparkly and new because it either **was** brand new or because it had been removed and cleaned, painted, polished and carefully reinstalled. On Steve's car and mine mechanical components showed a rich patina. I use the word patina but others might call it tarnish or rust or grease. Nuts and bolts on our cars mostly had rounded corners showing multiple applications of force from wrenches. A forensic expert could easily find splatters of knuckle blood that could be identified as belonging to the car's owners. Steve and I tended to look after a component only when it quit working completely. And then we didn't just rush to buy a new one, we were far more likely to pry the old one apart, figure out why it quit, fix that using JB Weld, Super Glue, baling wire and duct tape. Our repaired part might last another year if we were lucky. We thought of ourselves as ingenious, resourceful and thrifty. Others might say cheap.

It wasn't for several years that I figured out why we shared that thriftiness trait. From the DNA samples we submitted we learned that we were 4th or 5th cousins. So far we haven't located exactly how our family trees come together or who our common ancestor is. But I would bet that it is somewhere up my line that originated in Scotland. The people of Scotland point out that they aren't really stingy or miserly, but when it comes time to spend money they just suffer from very deep pockets and very short arms.

Whenever the Triumph club gets together for a social we often refer to it as a meeting of the Steve club. With 20 or so guys in the room at least 5 or 6 will answer to the name of Steve. Well the Steve club sadly now has one less member.



Director's Drippings

By Steve Vehlewald

Greetings from your new director. Many thanks to Ed Blend for his past leadership and direction on the Triumph Club board. Thanks for your service to the club! I am awe struck at the impressive list of past directors and I have been wondering if I can follow in their footsteps, so here goes my attempt.

Since the last newsletter was published in December we lost a great long timer in the club and fellow board member Steve Boyse on December 29, 2016. As many of you know Steve was always quick witted and loved to tell a story or share his expertise. Steve & Sandy were always there for almost every event and Steve will be greatly missed.

We had our annual planning meeting on January 21 and had a good turnout. We dined on Jack Stack Barbecue and the numerous tasty side dishes and desserts that were brought to the event. We had a number of great suggestions and I am in the process of getting those compiled and trying to confirm dates. The calendar will be updated soon.

The discussion at the planning meeting was to try to have more driving events to areas of historical or cultural interest. The board will be working in that direction from the suggestions given at the meeting. We do appreciate the input and if you have a suggestion of a trip or event that we should attend as a group please pass them along.

A date we do know is the Annual Chicken run to Olpe, Kansas is scheduled for April 8th, 2017.

By the time the newsletter arrives you will know this answer but hopefully the Ground hog will not see his shadow on February 2 and spring will be around the corner. We all know how this works in the Midwest, spring will get here when it wants. In the meantime we can enjoy the 50 + 60 degree days we just had at the end of January. I have a lot of work to do on my new TR 6 and warm weather cannot get here soon enough for me, how about you?

Looking forward to seeing you all at the next club event.

2017 Planning Meeting

By Ed Blend

We had our annual Planning Meeting on Saturday January 24th and we were blessed with perfect weather, unlike last year in the snow. Around 30 attendees enjoyed Jack Stack Barbecue. I have to say enjoyed because there was not a whole lot left over. We were able to split some of the left overs with our members. Along with the barbecue everyone brought a side and dessert which really filled me up.

After dinner we had our meeting and raffled off two Whitney and two Vicky Brit gift certificates. Guthrie Carroll and Craig Simon each won the \$100 Whitney certificates and I can't remember who took the \$25 Vicky Brit certificates. We had a lot of giveaway items which were pretty much gone by the end of the meeting. I want to thank Victoria British and Whitney for their support along with Paul and Warren for donating a lot of memorabilia for give-aways. Most of us really like the Nitrile Gloves that Vicky Brit supplied. I was glad to see Sandy and Eric Boyse attend.

Our election of new officers for the board was held and installed, I want to congratulate the new Board, and they are:

- Director Steve Vehlewald
- Assistant Director Steve Peak
- Treasurer Mark Gillissen
- Secretary Warren Wood
- Newsletter Editor Bob Aguilar
- Webmaster Chip Kiger
- Activities Coordinator Ed Blend
- Historian & Founder Paul McBride
- Publicist Bob Haefner
- Past Director Jack Edwards

A photo of the Board appears in this issue.

We also discussed some great ideas for events for the coming year. Our board will try to fit them all in the calendar. I also want to thank all of you in helping to clean up after the meeting and Warren Wood in helping me pick up the food. My HOA was impressed with the way we left the place and we did get our \$125 deposit back.

Everyone please note that there are a number of photos in this issue. Thank you all for your response and I hope to see you all at our upcoming events.



2017 Planning Meeting Photos



2017 Board of Directors: L to R, Paul McBride, Warren Wood, Steve Peak, Chip Kigar, Bob Haefner, Steve Vehlewald and Ed Blend. Not present Bob Aguilar and Jack Edwards.



2017 Planning Meeting Photos, Continued

WEDGE WORDS

By Steve Olson



Recently I had the opportunity to drive a TR4 and not just around a block or two. Before I try to describe that experience perhaps I need to explain how I came by it. It seems club member Michael Robins had parked the TR4 at a friend's and it was backed into by a pickup truck. That must have been a very slow speed collision as damage was confined to just the rear bumper and a tiny scratch on the rear panel. So he took the car to Mark Canada's A+ Collision in Topeka, Kansas. Mark needed to source a replacement bumper and said he would call when he had the part in hand but it would take a couple weeks as he preferred to have a good used bumper re-chromed rather than buy a new one that might not be as good and would cost considerably more.

By the time the bumper was ready Michael was recovering from surgery on his right ankle to repair damaged ligaments. With his foot and ankle immobilized in a cast he could not drive. So he asked if I would be his chauffeur. Did you know that word derives from the French name for the person who shovels coal into the boiler of a steam car? At least that is what I read in some magazine.

So the plan was that I would drive to his home in St. Joe, drive him and the TR4 to Topeka, eat lunch while the bumper was replaced, drive him home, and then drive my car back home to KC. What could be more simple? What could possibly go wrong? Well for one thing the weather had turned cold and the TR4 that had been sitting out in the open for more than a week decided it did not like starting in the cold. Turning the key produced only a couple grunts before the battery threw in the towel. Jumper cables were connected to his other car and the grunting resumed. We let the battery charge for several minutes and then the starter did turn the engine over slowly but there was no indication that even one cylinder would fire. We had probably managed to get the engine flooded. Not wanting to spend time in the 20 degree weather removing plugs to see if they needed drying we headed off to an auto parts store to buy some starting fluid. Once the ether was liberally sprayed on the air cleaner elements the engine coughed and unwillingly sputtered to life. It did not run well but by now we were at least an hour late and cold so I nursed the throttle and slipped the clutch and we hit the road. It took several miles before the engine would idle and not threaten to die whenever a load was applied. I was afraid that if I let it die it would fail to restart. I did not want to have to walk and walking was not an option for Michael.

With difficulty we did make it out of St. Joe and running on the open highway the fouled plugs eventually cleaned out. The heater kept us from freezing but just. We did arrive and the great looking bumper was installed and we went to lunch. Final adjustments were made and the return trip was uneventful.

I enjoyed driving the TR4. Once it was running right it was peppy and handled well. The ride was FIRM and relayed every pavement imperfection to the driver. The clutch gave my left leg a really good workout. I found it difficult to enter and exit as the huge steering wheel occupied the space where my right knee needed to pass. An overdrive would have made sustained highway speeds less busy under the bonnet. It was obviously a car from an earlier era than my TR8 but any Triumph is bound to be a fun car to drive.



Bob & Pam Bertoncin, 1960 Triumph TR-3A
 Gene & Sharon Huenefeldt, 1960 Triumph TR-3



TR6 PROJECT CAR
 (Steve needs the frame)
 2017 - February and March

Our Director Steve Vehlewald needs the frame from the TR pictured above to replace the frame on his new to him TR-6 not pictured.

FOREIGN CAR ENTERPRISE



CRAIG VAUGHAN
 FORCARENT@AOL.COM

2342 HOLLY
 KANSAS CITY, MO 64108

(816) 471-6687
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2017 dues are \$20 (\$25 if you want your newsletter mailed via USPS). If you haven't paid your dues please do so with the enclosed Membership application found later in this newsletter.



<https://www.facebook.com/kansascitytriumphs/>

How to Visit Our Facebook Page Without Joining Facebook

By Warren Wood

I have been able to view the KC Triumphs Facebook page even though I don't have a Facebook account. When I open up the KC Triumphs Facebook page, I get the following message:

"See more of Kansas City Triumphs Sports Car Club by logging into Facebook Message this Page, learn about upcoming events and more. If you don't have a Facebook account, you can create one to see more of this Page."

Then I have the option of logging in (which I can't do without having a Facebook account), or opening up an account (which I don't want to do), or clicking a link called "Not now." I do the last option, and it lets me see the whole page.

That's a bit unusual because I have tried to go to other Facebook pages, and it won't let me get in at all (no "Not now" option there) because I don't have an account. I don't get it, but I haven't taken the time to have my wife, to whom I refer as "the family techno babe," try to educate me about all this

Recycle Your Car Periodicals

We are encouraging members not to discard their periodicals but to bring them to the Club Night Out at Birdie's and recycle them to fellow members. Look for the poster on one of the tall tables





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Kansas City Triumphs Sports Car Club

Published by Bob C Haefner Sr [?] · January 14 at 9:59am ·

There are some tips on these pages for most LBC car owners. Two pages Triumph, MG and Jaguar owners might keep as references. (NOT just for TR6 as many parts are used on other Leyland cars) <http://bullfire.net/TR6/TR6-1/TR6-1.html> <http://bullfire.net/TR6/TR6%20TOC.html> Good sites here for cleaning and repairing.



67 people reached

Boost Post

Bullfire.net

By Warren Wood

The author of the blog cited above, "bullfire.net," is Edwin "Ed" Hollingsworth of Omaha, Neb. He contributes a lot on the "6-Pack" Triumph TR6/250 car club forum on the web and goes by the handle "ed_h." In my opinion, Ed is amazing and brilliant. He is in the later stages of restoring a 1974 TR6, and he has documented that process in his blog with a separate web page for each component or system that he has restored, with text and color pictures. If he doesn't have a part, or wants to improve a part, he often just fabricates it himself! (Example - he made from scratch his own improved spin-on oil filter adapter.) Same thing for tools and equipment. In his world outside of cars, while in the process of building his house, he cut down some oak trees on his property, and built a "chainsaw mill" to mill the logs into boards for his house. A list of web sites for a number of his projects, including "Triumph TR6 Rebuild," may be found at <http://bullfire.net/>. Another web site, listing links to some of the tools and equipment he has made, appears at: <http://www.homemadetools.net/builder/Ed+Hollingsworth>.

I wondered where Ed acquired the knowledge and skills to do all these things so professionally. After some internet research, I learned that he obtained a Bachelor's degree in Electronics Engineering Technology from the University of Nebraska - Lincoln, in 1976 and has most recently worked for the Union Pacific Railroad as Senior Director of Telecommunications Engineering.

I noticed from a recent posting on 6-pack.org that the latest issue of *Moss Motoring* magazine in hard copy or it's electronic version has a feature story on Ed. Looking forward to reading it.

For innovative and informative ideas and descriptions of how to

<http://www.kansascitytriumphs.com>

address many of the issues related to rebuilding/improving a TR6, do a search in 6-pack.org for Ed's user name, "ed_h". There are a number of other talented experts contributing to 6-pack, but you can't go wrong with Ed.

In short, when I grow up, I want to be Ed Hollingsworth! And I want his yellow TR6! ;-)

(Editor's Note: The electronic online version can be found at either "http://www.mossmotoring.com/garage-hero/" or "http://www.mossmotoring.com/issue-1-2017/", then click on "Garage Hero".)

The Kansas City Times H-7
Saturday, March 27, 1982

This is the last TRIUMPH ad you'll ever see.

Its legend will live on. All of the fun and all of the thunder will endure in the hearts of people who love sports motoring. When the present very limited supply of 1980 model Triumph convertibles is gone, it's gone forever. Which means that a classic investment opportunity will vanish too. For, over the years, early models of this great sports car marque — have proven to increase substantially in value. But whether you see investment opportunity, or the chance to own a rare and highly entertaining convertible, hurry. It's your last chance to own a Triumph, the sports car America loved first.

TRIUMPH

Courtesy
IMPORTS

I-35 and 97th Street - LENEXA, KS 492-8383

This March 27, 1982 Kansas City Times advertisement was Submitted by Warren Wood.

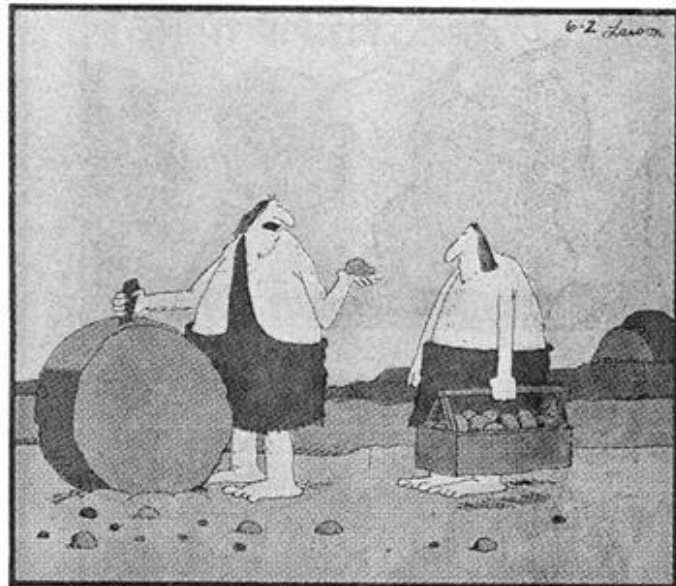
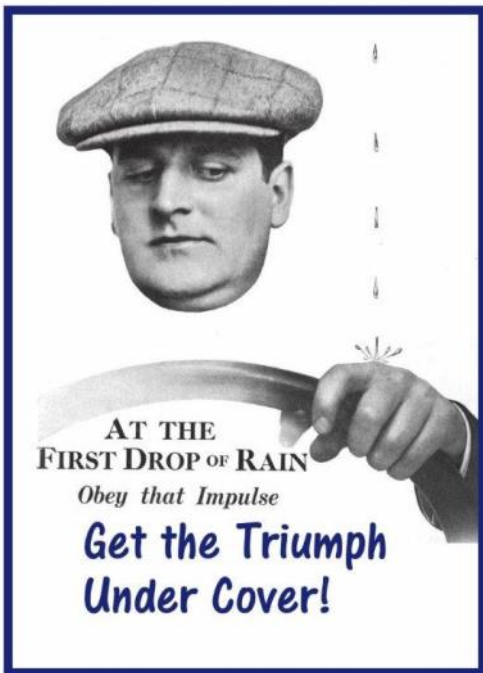
THIS NEW WRENCH IS AMAZING.
One side is "Standard",
the other side is "Metric".

We truly do live in an age of technological marvels.

Annual Olpe Chicken Run, Olpe, Kansas

April 8, 2017

Save the date, details to follow!



"So what's this? I asked for a *hammer*! A hammer! *This* is a crescent wrench! ... Well, maybe it's a hammer. ... Damn these stone tools."



August 16 - 19, 2017

Celebrating 50 Years of the Triumph GT6

Visit our web site
VTR2017.ORG

PLEASE NOTE THIS IS AN UPDATED FLYER WITH NEW DATES LISTED

Please join the fun at the 2017 Vintage Triumph Register National Convention which takes place at Forrestal Village, Princeton, NJ



The convention will be co-hosted by the Delaware Valley Triumph Club and the New Jersey Triumph Association. This will be the 2nd time the DVT has acted as host for this national event and the 1st time for the NJTA.



Visit us on facebook <https://www.facebook.com/2017VTR/>

Check out our Web Page <http://vtr2017.org/>

The planning committee is working on many great back-roads drives that are abundant in the area. Princeton itself a short back-road drive to that historic town, with its many restaurants, pubs, shops, antique shops and of course, the esteemed Princeton University.

While the Concours and Participant's Choice Car Show are a major part of the convention, DVT and NJTA are "Driving" clubs. We encourage all Triumph enthusiasts to bring a car-regardless of its condition.

Picturesque and local roads leading from the hotel are perfect for back road drives.

The Convention headquarters will be at the Westin Princeton at Forrestal Village. Located off major roads, but easily accessed by back roads. The hotel is everything you would expect in a major chain hotel; 300 rooms, pool, restaurant, tennis court, etc. In addition, plans are for the Autocross, Funkhana, Concours and Participants Choice Car Show to be literally within walking-distance of the hotel, using their grounds. Tech sessions and other meetings will be at the hotel. The site also has several restaurants.



"Book your rooms now at":

WESTIN PRINCETON AT FORRESTAL VILLAGE
201 Village Boulevard, Princeton, NJ 08540
Contact number : 800-937-8461 (Ask for Vintage Triumph national car show)

link: <https://www.starwoodmeeting.com/events/start.action?id=1605038760&key=2E62902E>



Reasons to Attend:

- Funkhana!
- Great Mid-Atlantic and Northeast location!
- Autocross Challenge!
- TSD and gimmick Rallies
- Tech Sessions!
- Breakfast, Ice-Cream, and Self-Guided Tours (and maybe a Cheesesteak drive!)
- New activities to interest non-car participants!



Events & Awards

- Awards:** Carolinas Cup, Participants Choice, Charles Macartney
- Welcome Reception:** The convention kicks off in a big way with a Welcome Reception and BBQ sponsored by Delaware Valley Triumph and the New Jersey Triumph Association on the grounds of the Westin hotel.
- Auction:** This will be a charity auction where part of the proceeds (a minimum of 25%) will go to a designated charity. VTR members are invited to donate parts for the auction, or attend the auction. Donated items from vendors and sponsors will also be at the auction.
- The Autocross Challenge:** Whether you are an accomplished racer, a novice autocrosser, or simply have a desire to get your car on a track to see what it will do, this is for you. Spectators also welcomed!
- Tech Sessions:** Learn more about your Triumph during these tech sessions. Thinking of UK Motoring Tour, learn more. Want more information on detailing, learn more. Wondering what fire extinguisher to purchase, learn more... and much, much more.
- Concours Competition:** Ready to compete against the "Best of the Best"? See how your Triumph stakes up against North America's best. Compete against the VTR's 400 Point judging system. We encourage you to register for this event.
- Participant's Choice Car Show:** Registrants select their favorite car in each class. All cars are welcomed
- Panoramic Photo:** It's your chance to have your photo taken with all the VTR2017 participants. An outstanding memento.
- TSD (Time, Speed, Distance) Rallye:** The perfect opportunity for you and your passenger to test your driving and navigational skills through our back roads.
- Gimmick Rallye:** Still under construction, but will be historically related.
- Ice-Cream Run:** A summer night, top-down and off we go! What better way to spend the evening than to take a ride to one of the local ice-cream stands to cool off.

- Self-Guided Tours:** Enjoy the scenic countryside of New Jersey and Pennsylvania at your own pace to the places such as Washington Crossing, New Hope, Lambertville, etc. We will have several back roads, routes available for you to explore and enjoy.
- Art, Cart, model, and Photo Contest:** The popular event returns again! We will have an area to display artistic talents.
- Cocktail Reception and Awards Banquet:** The convention wraps up with the annual Awards Banquet, held at the huge Westin ballroom, Guest speakers to be announced.



Important Registration information

The basic registration fee for \$135.00 (\$120.00 prior to June 15, 2017) includes admittance to all events except for Awards Banquet, Breakfast drives, Ice-Cream drives, and Dine-Around drives. The fee covers one drive in one car. VTR requires all non-VTR members pay an additional \$35.00 fee for a one-year VTR Membership. One additional driver may be added to the base registration \$25.00 per car. The Early-bird registration cutoff date is June 15, 2017. You must register early to save the \$15.00. To guarantee an Awards Banquet seat, you must Pre-Register. Banquet reservations will accepted on-site only if space is available. All orders for VTR2017 Regalia are due by July 1, 2017. After the date, we cannot guarantee availability of all items offered.

When registering for the hotel, if you call, you must specify 'Vintage Triumph 2017 National Car Show' to get the contracted discounted rate. To guarantee a room, make your reservations early! All blocked rooms for the hotel will be released after July 1, 2017

Terms and Conditions
Proof of car insurance is required to participate in any moving events. Under VTR rules, all Triumphs entering Concours and Participants Choice car shows are required to participate in at least one moving event. Tech and Safety inspections are required to participate in the Autocross. Any vehicle may be disqualified at the Technical Inspector's discretion for Safety reasons.

- Concours Classes**
- Stock:** Any Triumph that is considered to be in showroom stock.
- Senior:** Any car which has won a First Place Award in the Concours may enter. After two First Place Awards, cars MUST enter the Senior Class.
- Preservation:** After obtaining one Senior Class.
- Modified Touring:** Cars that are modified to improve reliability and ease of maintenance.
- Modified Prepared:** triumphs with major performance modifications.

To obtain detailed description on classes go to www.vtr2017.org

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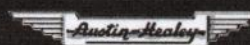
VictoriaBritish.com

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SUNBEAM



New: _____ Renewal: _____

Name _____

Spouse _____

Address _____

City, St Zip _____

Phone () _____

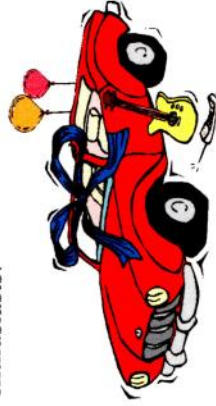
E-Mail _____

Car Information _____

Year Model VIN / Commission # _____

Add additional cars or cycles on the back. We look forward to seeing you!

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
m.gillissen@prodigy.net

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