NOTICE: 2018 Polar Bear
Rescheduled for 18 February
See page 3
10 Feb 18—International Drive Your Triumph Day, in honor of Sir John Black's birthday. See pg. 3.

18 Feb 18—Polar Bear Run ‘18, traditional start of the SLTOA driving season. RE-SCHEDULED. See page 3.

20 Mar 18—Monthly SLTOA meeting, at Culpepper's, 3010 W Clay St, St Charles. ELECTION NIGHT.

1 Apr 18—Triumph-MG Challenge IX, for the British Leyland Participation Trophy. Event in conjunction with the 57th Annual Forest Park Easter Concours, hosted by the Horseless Carriage Club of Missouri. At the Muny Upper Lot, details to follow.

19-22 Apr 18—South Central VTR Regional, celebrating 50 years of the TR250 at the La Torretta Resort & Spa, Lake Conroe, TX (north of Houston). Online registration at www.texastriumphregister.org/969-2/. Event flyer elsewhere in this edition of the Notes.

7 Jul 18—16th Annual Kastner Cup, at the Pittsburgh Vintage Grand Prix Historics, Pittsburgh International Race Complex/ PittRace, Beaver, PA. Details at www.pvgp.org/drivers/kastner-cup/.


15 Sept 18—37th Annual All British Car & Cycle Show, Creve Coeur Lake Park. Sponsored by the MG Club of St Louis with SLTOA handling the food concession. More shall be revealed...


27-30 Sept 18—2018 6-Pack TRials, at Fontana Dam, NC. Celebrating the 50th anniversary of the TR250. Info on lodging, registration and the planned drive over The Tail of the Dragon at www.6-pack.org.

11 Feb 18—Gateway Healey Association Valentine Day Dinner, at Trail Head Brewery, 921 S Riverside Dr, St Charles. Please RSVP to Marilyn Salini (314)991-9363 or msalini73@gmail.com...and wear red!

11 Feb 18—38th Annual St Louis Metro Automotive Swap Meeting, 6 AM (WHUFL)-1:30 PM, at the Belle Clair Fairgrounds, 200 S Belt East (IL 159 and IL 15), general admission $4.

12 Feb 18—BSCC Awards Ceremony, at the Pole Position, 8800 Watson Rd, 7 PM. Trophies to the top 10 finishers from the 2017 season, followed by go kart racing.

18 Feb 18—3rd Annual Classic Car Trivia Night, hosted by the Spirit Region, Classic Car Club of America. At the Moolah Shrine, 12545 Fee Fee Rd, St Louis, 7-11 PM. See flyer elsewhere this issue.


24 Feb 18—JAGSL Coffee, Coffee & Cars at Just Jags, 7113 N Hanley Rd, Hazelwood, 8-10 AM.

25 Feb 18—MG Club of St Louis annual Pinewood Derby. 2 PM at Llywelyn’s Pub, 17 W Moody, Webster Groves.

17 Mar 18—JAGSL Coffee, Coffee & Cars at Just Jags, 7113 N Hanley Rd, Hazelwood, 8-10 AM.


24 Mar 18—Dyno Day, hosted by House State Technical College of Missouri, One Technology Drive, Linn, MO (east-southeast of Jefferson City on US 50). $40 for students and alumni, $60 test for the public. Sign up with Bill Boehm at bill.boehm@statetechmo.edu, he will contact you. For questions/additional information in the meantime, call (573)694-8298. Payment due the day of the event.

Mar 18—MG Club of St Louis Annual Terry Fanning Rally, details to follow.

8 Apr 18—35th Annual April Fools Auto Parts/Car Corral and Swap Meet, open to all cars and models, at GCS Ballpark, home of the Gateway Grizzlies, in Sauget (I-255 Exit 15). Opens at 7 AM.

14 Apr 18—2nd Annual Meridian Village Car Show, 27 Auerbach Pl, Glen Carbon. 10 AM-2 PM, $10 per car, entry fee and food sale proceeds go to the Lutheran Senior Services Benevolent Fund. The residents will vote for their favorite cars to win trophies. Info (618)205-2133.

21 Apr 18—Annual Missouri Endurance Run, hosted by the MG Club of St Louis. Meet at Starbucks’s in Westport Plaza at 7 AM; driver’s meeting at 7:15, mileage check 7:30 and first car out at 8 AM. Open to all British cars built before 1981, see the flyer elsewhere in this issue of the Notes.


22 Apr 18—First BSCC Autocross of the season. Show around 9:30-10 AM, six runs for $35. For more information or to get on the email alert list for events, contact Racer Steve at sshab@yahoo.com.
2018 Drive Your Triumph Day
10 February

Go for a drive in your Triumph on a country road, out to lunch, to the market, to work, wherever. Go for a drive alone or with a bunch of fellow Triumph club members. Take a spouse, buddy, child, grandchild or dog. Go for a drive and then take a photo in honor of Sir John Black’s birthday.

Then send me the photo with basic info: name and place photo was taken and the year & model of the car at driveyourtriumphday@gmail.com.

Please contact me with any questions you may have,

Regards,
Ray Livingston
Activities Chairman
Triumph Travelers Sports Car Club
1960 Triumph TR3A

Are you ready for Polar Bear?
Polar Bear’s Ready for you!

SLTOA’s annual kick-off driving event for the year
Sunday, 18 February

Meet 10 AM at the Thoele Plaza Mobil, 3000 N MO 94

Plan on a 90-minute drive including a stop at the Experimental Aircraft Association (EAA) hangar at Smartt Field. Then to Jack and Bonnie David’s home, 500 Marie Drive, St Charles. If you have a favorite dish to share with others, please bring it.

I’ll be watching for you!

Minneapolis Triumphs beckon you to the VTR NATIONAL 2018
July 17–21, 2018 at the Radisson in La Crosse, WI
Facebook VTR2018 www.mntriumps.org

On the banks of the historic Mississippi River

Featuring 50 years of the TR250
Triumph Thoughts

By Steve Moore

These cars we own are old, cantankerous, uncomfortable and very small. They are hard to start when cold and hard to keep cool when it’s hot out. They require regular attention just to keep them running and we are constantly finding things that need to be replaced or repaired. If we aren’t able to fix or repair what is wrong with them our options are extremely limited as whom or where we can get these rolling antics worked on. Our spouses for the most part tolerate riding in our pride and joy and dream about a smooth ride, air conditioning or a Viking cruise on the Danube.

As a friend once expressed to me, “They are the finest of World War II British engineering.” I sometimes think that he selected the wrong world war.

So why do we cherish these analog machines in a digital world? Probably because they take us back to a different time in our lives or we’ve heard how much fun our parents or a relative had when they were growing up. For me, it’s the mechanics of knowing how it all works, the enjoyment of making it run and the satisfaction of knowing that it was my hands that made it work.

It’s also how much fun they are on a winding twisting country back rode. Taking a weekend drive to a winery, having a total stranger recognize what you’re driving or to simply complement you on your car. Someone pulling up alongside of you, at a stop light, in their late model Corvette and look across at you and make that one word comment that makes it all worthwhile “Nice”.

The Polar Bear Drive is this coming weekend, so let’s get our little cars out of hibernation, cleaned up, gassed up and ready to go for a drive. After the drive we will all gather at Jack and Bonnie’s house for food and drink. Remember this is Potluck event so bring along your favorite dish, to share. Hope to see you on Sunday.

Steve

MEETING—16 JANUARY 2018

Tuesday night in January, temperature 7° and we still managed a pretty fair turnout of 16 SLTOA members BUT, no Triumphs in the lot, don’t cha know. Ah, but that's okay, the attendees still enjoyed a good meal and good conversation in and around the usual business discussions. In advance of the meeting Prez Steve showed photos of his and Maria’s new house and property down in Washington, which led to the question, “Good grief, what’d you buy, an estate?” Rsp: “No, that’s just where we live” (followed by commentary concerning the Duke and Duchess of Moore).

The get-down-to-business component initiated at 7:05 PM, with El Presidente asking if anyone brought a Triumph. One member responded in the affirmative but immediately followed with “I’m a liar”). Prez then introduced member Darold Johnson who, after a couple of years, was able to make it to a meeting for the first time. Darold owns a TR6 in Sierra Brown (or, as he put it, “Moose Brown”).

Next, the annual first big drive of the year, the legendary Polar Bear Run. Jack and Bonnie David will host the end-point party – which will also serve as February’s club meeting – following an “…outstanding drive in St Charles County.” The menu will include froshbite burgers. Someone asked if they’d offer vegetarian chili; the response was “don’t start.” Speaking of starting, the initial point for the drive will be the Hardée’s across from Fast Lane on MO 94, at 10 AM (NOTE: Event rescheduled to 18 February, start point now the Thoele Plaza Mobil station, on MO 94).

Concerning other local events, the secretary/editor stated the calendar was starting to fill up, with schedules for the first couple of Cars & Coffee events (including one at the St Louis Auto Show, end of January) and the Boeing Sports Car Club. Several in the group indicated their plans to attend the VTR National at LaCrosse in mid-July, expect a convoy to the proceedings, details to follow over the next few months.

Treasurer Andy stepped up next and announced the club had $2193.13 in the account, with a couple of membership renewals deliveries that evening and a disbursement of $70.73. The membership then engaged in a long and fairly detailed discussion on the club’s finances, referring to a ledger handed out by the president in advance of the meeting.

SLTOA made $650.43 at the 2017 All British Car & Cycle Show, the lowest income from the food concession in four years. Application of the ABCCS funds to the club Christmas party resulted in a shortfall of $876.97; in total, the club subsidized attendees who were not members of SLTOA to a total of $1054. Prez Steve advised this type of plus/minus between the ABCCS concession income and Christmas Party expenditure was not sustainable and was already impacting other club activities; as a result, he was instituting an annual budget for the club.

Jesse Lowe noted last year’s show had 38 fewer cars on display than in 2016; Prez Steve added there were other events taking place the same day, which undoubtedly affected participation at ABCCS. Andy noted in 2017 the club incurred additional. Andy mentioned in 2017 the club incurred additional expenses for the club members’ benefit, including the 35th Anniversary Party and unique gifts at the Christmas gathering. He added the membership “…did good things with these expenditures,” which also included matching funds to October’s annual Vet’s Run the first three years. Concerning the latter, the Vet’s Run organizer stated that under the circumstances, matching funds were not expected or required for last November’s event.

The discussion quickly segued to club dues. Bonnie – who served as treasurer for 11 years – strongly recommended the club look at increasing the eMembership dues above their current $15 level and continue stressing timely payment of dues on an annual basis. Andy mentioned MG Club of St Louis dues were $2; Prez Steve replied that was something SLTOA needed to look at. Andy concluded by stating the club needed to engage in further discussion on a possible dues increase, with notification posted in the Notes. The Executive Committee will discuss further and get back to the members.

As for projects, Veep Stephen proudly drew attention to the large (3x5?) club flag, a little tattered and a little discolored but still pretty slick. He got the flag from Brian Borgstede, who apparently stumbled across it while cleaning out storage. Dave Massey aid the flag was about 20 years old.

SLP followed up with commentary on the lights in his TR6 failing, on I-270 at 60 MPH. He did a field repair (Note: See “TR Tech,” this issue) and subsequently determined it was the original light switch and the object of a recall by British Leyland…

(Continued on page 14)
While primarily known for its long line of sports cars, over the years Standard-Triumph also produced sedans/saloons for the home market, many of which made the trip across the Atlantic to the Colonies.

The sequence started in 1957 when the company introduced the Triumph 10, a badge-engineered variant of the 948cc Standard 10. The car (which, by the way, was never designated the ‘TR10’), didn’t exactly set the world on fire; a road test from the period recorded a 0-60 time of 38.3 seconds, with a top speed just short of 70 mph. Still, Triumph managed to sell a number of the sedans and four-door wagons in the US before moving on to its next product, 1959’s Herald.

Initially offered with the same 948cc engine, the Herald proved highly popular with styling by Giovanni Michelotti, a number of body styles (hardtop saloon, coupe, convertible and estate) and the subsequent installation of larger engines. However, save for some variants built in India, the cars were two-doors.

Triumph management still recognized a requirement for a no-kidding four-door family car. In 1965, the company introduced the 1300 – also styled by Michelotti – fitted with a 1296cc engine from the Herald and – zounds! – front-wheel-drive. The engineers ran with the concept from there, producing the 7-inches-longer 1493cc 1500, followed by a rear-wheel-drive counterpart designated the 1500TC.

In 1964, the company came out with a differently styled series of rear-wheel-drive sedans equipped with a 2L straight six, designated the 2000; it also proved popular. The 2500 followed, along with 1968’s TR 2.5Pi which had the TR5’s fuel-injected (in England, “petrol-injected”) six.

Despite several years of sedan/saloon production, the marque – and its corporate owner, British Leyland – went into the early 1970s without a car that could compete in the exploding hot coupe/sedan market. Pioneered by the BMW 1600/2002 series and boosted by the arrival of Japanese vehicles like the Datsun 510 and Mazda RX2 and Europeans like the Opel Manta (Opel 1900 over here), VW Golf GTI and Ford Capri, the US market completely lacked anything equivalent from England.

Where were the Brits? Well, obviously, Jaguar continued to sell a line of large, rather stately sport sedans; however, as Automobile’s Jamie Kittman noted, “…there seemed to be no concerted effort by British sports car makers, once the world’s greatest, to respond to the challenge.”

By the early 1970s, a big year in the British sports car world meant revised grille and wheel trims on the aging MGB, along with another double-digit loss of horsepower and, perhaps, a new set of tape stripes for the Triumph Spitfire. The Triumph TR6 of 1969 looked cool, but it shared doors and a windshield with the TR4 of 1961, and its antiquated body-on-frame construction recalled closely the TR2 of 1953.

As far as we Americans could tell, the British weren’t going down fighting; the forward-thinking industrial enterprises and engineering wizards that had managed to captivate us in the 1950s and 1960s were now mysteriously going dark. The wedge-tastic Triumph TR7 of 1975 was not without interest – its optional five-speed gearbox and well-located rear axle seemed modern – and actually sold pretty well, although indifferent build quality would quickly lay its reputation low. With its V-8 engine and sleek lines, the four-seat Triumph Stag of 1970 also seemed a promising entry, but just about every one of them blew a head gasket on the maiden run home from the dealer.

The sedans British Leyland exported to the highly important US market – the MG/Austin 1100, 1300, Austin Marina, etc – just weren’t all that sporty. Fun to drive, yes, generally underpowered, double yes (any 1100/1300 owners here in St Louis, feel free to cast slings and arrows in this direction…better yet, let’s set up a test drive in support of a future article). Along the same lines, Hemmings’ David LaChance noted the Austin Marina GT “…wasn’t intended to be a sports car. In fact, all of the two-door cars were called GTs and their special equipment included a faux-walnut dashboard veneer, a tachometer and…that’s pretty much it.”

Kittman states British engineers, working under extreme financial constraints and a lack of vision by management performed “remarkable feats,” but,

For reasons of brokeness, inept management, labor intransigence, and internecine corporate squabbling, some of BL’s cars fell just shy of hitting the mark, and the ones that hit it never got to the States. Triumph, in short, could have – and should have – been BMW.

Kittman’s nominee for BL’s BMW fighter? Triumph’s last production sedan with sporting pretensions, the Dolomite.

Originally designated Project Swift and based on the 1500TC rear-wheel-drive sedan, the car carried the name of the legendary sports car developed by Donald Healey during the 1930s and a subsequent line of production cars (see

(Continued on page 6)
Dolomite (Continued from page 5)

“Triumphant, Early,” Gateway Relay, October 2013) and was initially planned as a replacement for the Herald. Once again, Michelotti received the call to style the new sedan.

The first model, the Dolomite 1850, launched in England in January 1972 although labor troubles delayed its public debut a bit. The car had the same 96.6 in wheelbase, four head-lights and chopped tail of the 1500TC, but also had a new SOHC 1854cc four-cylinder engine with twin SUs, good for 91 bhp. Options included a Laycock electrical overdrive or three-speed Borg Warner automatic; the car could do 0-60 in 12 seconds and topped out at about 100 mph. The price? £1399, about $3500 USD.

The Dolomite proved an immediate hit, but Triumph had something better coming, something that could conceivably challenge the small BMWs and other hot coupes and sedans: the Sprint. The key was the engine, a 2 liter four designed by Lewis Dawtrey (with monitoring by BL chief engineer Spen King) which was the first production 16-valve 4-cylinder engine in the world. Fitted with twin SU carbs, the engine produced 127 bhp and 124 lbft of torque, which pushed the 2300 lb car to 60 in 9 seconds and enabled a top speed somewhere north of 115 mph.

Remarkably, a single overhead cam actuated all of the valves. Each cylinder’s intake valves operated directly from the cams, with rocker arms actuating each cylinder’s twin exhaust valves. Amazingly, it worked; in fact, according to automotive writer Jasper Gerard, “this small, sporty saloon offered similarly blistering levels of performance to BMW’s legendary 2002 tii, credited with launching Bavaria’s push for world motoring domination.”

Introduced in 1973, the car sold for £1740 (about $4263), a full £1000 less than the legendary BMW 2000-series; through 1980, Triumph turned out 22,941. Probably not a surprise, but the company fully planned on putting the same rip-snorting engine in the TR7 as a Sprint model, but that proposal never made it to production.

Overall, the Dolomite series was a huge success and, in 1976, British Leyland reorganized its sedan product line to spread the name. The smaller Toledo became the Dolomite 1300 while the Toledo with 1500 running gear became the Dolomite 1500, Dolomite 1500HL (upscale sedan) and Dolomite 1850HL or “High Line,” with Sprint front grill and full instrumentation.

No surprise, Dolomites and Dolomite Sprints quickly found their way into competition. In 1972, Brian Culcheth and Johnstone Syer ran a pre-production car in the Scottish Rally and managed a 2nd in class/19th overall, behind a brace of Ford Escort RS 1600s, Opels and a BMW 2002 Ti.

Despite the demise of British Leyland’s competition department in 1970, Triumph managed to run a factory rally team from 1974 to 1977 under the guise of BL Special Tuning. The weight of the Dolomite put the car at a disadvantage against the dominating Ford Escorts, but they still periodically scored victories, including Scotland’s 1975 Hackle Rally, a class victory in the 1976 Royal Automobile Club’s Open Rally Championship and another class victory by Mike Nicholson and Paty Ryan in the 1977 Manx Trophy Rally.

On the track, the addition of Ralph Broad’s Broadspeed team with drivers Andy Rouse and Tony Dron helped Triumph win the British Touring Car team championship in 1974. Dron wasn’t too impressed with the Dolomite, but managed to make it work; he later commented,

The Broadspeed Sprint was a great car once you understood it. The road car on which it was based was a pile of junk, the product of a company in which real engineers lost control. It was held together by one badge after another.”

On the continent, a Broadspeed car, sponsored by the Butch Tailor Racing Team and driven by John Hine, John Handley and Freddy Grainal, placed 9th in the 24 Heures de Francorchamps at Spa on 27 July 1974 with a “straight” Dolomite; Andy Rouse and Dron finished fifth. Two other team cars failed to finish due to suspension issues. Unfortunately, this was a common problem with the Dolomites, along with head gasket issues.

Driving a Sprint, Bernd Siller and Alex Reiner finished 8th in the 15 June 1975 4 Hours at Salzburging, Austria. Belgian Henri Alberts placed second at the Benelux series race at the Colmar-Berg race on 11 July 1976, placed 3rd at NTK Zandvoort on 18 July and scored another second at the Zolder event on 5 September, behind Raymond Rouse in a BMW 3.0 CSL. Alberts also won his class in the 24 April 1977 Grote
Headlight Switch Replacement for the TR6
By Stephen L Paur

There are multiple sources for replacement switches for the TR6. The original switches were provided by a company called Clear Hooters, a horn manufacture. These were recalled by Triumph and replaced by a Lucas switch.

Over time the switch toggle pivot will wear out and/or the functioning of the contacts will diminish resulting in the failure of the switch or reduced voltage to headlights, panel, and taillights. Replacement switches are relatively inexpensive, between $20 to $30, and easy to replace.

Here are the steps to replace:

1. After you receive the new switch, remove the existing switch. This can be done by reaching behind the dash and carefully pushing the switch through the dash. Be careful not to pull the existing leads out of the back of the switch so you know which leads go where on the new switch.

2. Remove and replace the spade connectors one at a time and connect them to the new switch. After all leads have been connected to the new switch, test the switch to ensure that the lights function correctly in each switch position. If they do not, refer to a wiring diagram or experiment with moving the contacts around until you get it right.

3. When you are satisfied the switch is functioning as designed put the switch back in the dash.

Helpful Hint for an emergency fix:

This switch failed at night in my car. I always carry wire and various wire connectors in my TR’s toolbox. When my switch failed I was able to create a quick fix by cutting off a short piece of wire (approximate 2-3 inches) from the stock in the toolbox and at

(Dolomite (Continued from page 6))

Prijs van Zolder, beating Erwin van den Broeck in a BMW 2002; he followed with a second at Colmar-Berg on 22 May.

In England, the success rate as the decade proceeded was somewhat sketchier; a lot of races ended with the “DNF” notation, for various reasons. On 19 September 1976, Chris Craft, Andy Rouse and Derek Bell finished 14th in the Tourist Trophy Race; Bell jumped into the Dolomite Sprint after his primary car, a Jaguar XJ12C co-driven with David Hobbs, lost a wheel.

However, by the end of the 1970s, the Dolomites – at that point turning out around 200 bhp – were outclassed by newer, faster cars. Henri Alberts did manage a 5th overall/1st overall at the Benelux Zandvoort race on 6 October 1979, and Santos Pereira notched a 4th place finish at Estoril in 1981, but that was about it for the Dolomite’s competition career.

Attempts to update the design with a hatchback body, initiated in 1977, collapsed when British Leyland management killed the project. The last Dolomites came out of Triumph’s historic Canley plant in August of 1980, along with the company’s last Spitfire 1500s; in the end, Triumph turned out 177,217 of the cars in eight years of production.

Dolomites are pretty rare, with Sprints rarer still; according to Bring A Trailer, as of 10 years ago only 12 of the 16-valve models were still in the states. Still they do come up periodically; if you find one and act upon it quickly, you too could own a particularly notable British car and do your own evaluation of its capabilities in comparison to BMWs.

Daniel Sexton Gurney, one of the greatest American racing drivers of the post-World War II era and justifiably a legend, passed on Sunday, January 14 of complications from pneumonia. He was 86.

Gurney was born in Port Jefferson, Long Island, on 13 April 1931. Following his graduation from high school, his family moved to Riverside, California. He subsequently served for two years in the US Army, during the Korean War. Being a good Southern Californian, following his return to the states Dan got into hot rods and, eventually, sports cars. He made his debut in sports cars on 23 October 1955 at the sixth running of the Torrey Pines Road Races at Delmar, north of San Diego. His car? A somewhat upgraded Triumph TR2; he finished 10th in the E Modified race. Gurney did reasonably well although perhaps more importantly, he got to rub elbows (and possibly paint) with a few notables, including Carroll Shelby, Ken Miles, Phil Hill, John von Neumann and Pete Lovely.

Over the following 15 years, Gurney won in Formula 1, Indy Car, the Can-Am, Trans Am and NASCAR. As described by Sports Car Digest in its obituary, “The cars he drove and the races he participated in are astonishing in their variety, more astonishing is the fact that most of the time he pursued these different venues within the same season which made him a busy international world traveler year after year.”

Kurt Ernst, in Hemmings Daily, concurred, stating: If Dan Gurney wasn’t the greatest American racing driver of all time, he was certainly in the running for the honor. With successes in Formula One, Indy Car, NASCAR, IMSA and Sports Car Club of America competition, he achieved 51 wins and 47 podium finishes over a career that saw him pilot 51 makes and over 100 different models."

Following his initial efforts with the TR2, Gurney started tearing up Southern California tracks in a number of vehicles, including Porsches and Corvettes. He got his first drive in a Ferrari – a 375 Plus – at Riverside on 17 November 1957. Driving for Frank Arciero, he placed second. Less than a year later he made his international debut at the Le Mans 24-hour race, driving a North American Racing Team Ferrari 250 TR with Bruce Keller; unfortunately, he and Keller DNF’d due to a collision and fire.

From there he went on to bigger and better things, winning at Sebring, Daytona, Nassau and other locales. Dan, who debuted in Formula One in 1959 driving a Ferrari, scored a win at the 1962 French Grand Prix in Rouen in a Porsche 804; it remains that company’s only victory in Formula One racing. He won twice with Brabham in 1964; the victory in 28 June’s French Grand Prix (again at Rouen) marked the Brabham team’s first F1 success. In 1967, driving the Len Terry-designed Eagle, he won the Belgian Grand Prix; the victory made him the only American ever to win in F1 with his own car. A week earlier, teamed with AJ Foyt, he won at Le Mans, driving a Ford GT40 Mk IV.

While he never won the Indy 500, Dan did well in Indy Car, winning seven races; his Eagles regularly dominated the competition during the 1970s. He also did well in NASCAR, particularly on road courses; Gurney won at Riverside every year from 1964 to 1966 and again in 1968. Gurney’s Eagles also did well in Formula 5000 racing, winning the series championship in 1968 (Lou Sell, Eagle Mk4) and 1969 (Tony Adamowicz, Eagle Mk5).

He regularly raced in the Trans Am series, driving Cougars in 1967 for Bud Moore and Mustangs in 1969. In 1970, AAR handled the Plymouth factory effort, with Gurney and Swede Savage driving two ‘Cudas. In the Can Am series he drove a Lola T70 and a McLaren M6 so heavily modified that it became known as the “McLeagle.” In 1970, following the death of Bruce McLaren, Dan won two events for the McLaren team, driving an M8D at Mosport and St Jovite.

Gurney’s racing career ended in 1970. Over the course of 15 years, over 312 starts, he scored 51 wins, including four in Formula One, seven in Indy Car, five in the World Sports Car Championship, five NASCAR victories, and three in the Can Am. Oh, and he also notched a victory in the 1963 British Saloon Car Championship at Oulton Park...driving a Ford Galaxie with a 427 under the hood (Graham Hill finished second in a second thundering Ford).

After his 1970 retirement, Gurney concentrated on All American Racers, the company/team he founded in the mid-1960s with Carroll Shelby. AAR’s Eagle MK III-Toyota dominated IMSA’s GTP class during the early 1990s, at one point recording 17 victories in a row.

Fortunately, several of Dan Gurney’s counterparts/competitors still remain with us. However, as with the passing of Phil Hill in 2008, his departure has definitely marked the end of an era. Said Bobby Rahal recently, “It is with the deepest sadness and regret that we have to say goodbye to one of the most magnificent people to have represented our sport on this earth. He was not only an outrageously talented race-car driver, influential businessman, team owner and car constructor, Daniel Sexton Gurney was a gentleman, in every definition of that word. His magnetic smile, his sense of humor and absolute love of all things motor racing is unsurpassed.”
The Texas Triumph Register
Invites you to join us by the
Lakeshore at the
2018 Vintage Triumph Register South Central Regionals

On April 19-22, 2018, this year’s event will be held at the beautiful La Torretta Resort and Spa, offering such amenities as onsite restaurants, private beach, adult and children’s pools, lazy river, tennis courts, golf course, fitness center and spa. Plan on traveling the backroads of the Lake Conroe area as we visit unique sites and venues and run the Gimmick Rally. Get your car polished up and ready for the Concours, try the challenge of the Funkhana, and grab your helmet as we run the Autocross. Catch up and enjoy some fun with your fellow Triumph lovers and friends at the Welcome Reception, breakfast run and dinner drives. Our event ends with the Awards Banquet, overlooking Lake Conroe.

Reserve your rooms before they’re gone, by visiting the La Torretta website: https://aws.passkey.com/gt/213249224?gtid=886489001b0365f55b1bbbcfb340861d
Register for the Regionals at: www.texastriumphregister.org
VTR South Central Regionals 2018
Lake Conroe
Event Registration Mail In Form
April 19 - 22, 2018

Personal Information (for Badges)

Name of Driver A (First & Last Name)  Name of Driver B (First & Last Name)

Address Home Phone Cell Phone

City State ZIP Country E-mail address Registration Method:

Mail In

List Additional Attendees below for badges: First & Last Name Number of welcome party attendees: Number attending Banquet:

1.

2.

3.

4.

○ Check if you want to be a Concours Judge

○ Check if you Require Parking for Trailer

Car 1 Vehicle Information

Year Model Color VIN

Car show select only one

○ Concours Showroom Stock ○ Concours Modified Touring

○ Concours Modified Prepared ○ Concours Senior

○ Concours Preservation ○ Participants Choice

Car 2 Vehicle Information

Year Model Color VIN

Car show select only one

○ Concours Showroom Stock ○ Concours Modified Touring

○ Concours Modified Prepared ○ Concours Senior

○ Concours Preservation ○ Participants Choice

Senior Class VTR Concours Rules: Any car which has won one (1) First Place Award in Concours (Not Participants Choice) may enter Senior Class. After two (2) First Place Awards, vehicle Must enter Senior Class for the period of the next four (4) VTR National Conventions. Senior Class will be judged against the score sheet only. A score of 350 points or better is required to receive the Senior Award. After winning a Senior Award the car must be entered in Preservation Class if the owner wishes to pursue Concours. There can be any number of Senior Awards at any convention.

Driving Events (check the event(s) Car 1 will participate in)

○ Autocross ○ Gimmick Rallye ○ Funkhana

Other Driving Events

If you plan to attend one of the events below, please indicate by checking the button(s) below and enter the number of attendees for planning purposes.

○ Breakfast Run Drive Thursday 4/19 ☐ ☐ # of Attendees

○ Breakfast Run Drive Saturday 4/21 ☐ ☐ # of Attendees

○ Dinner Run Drive Friday 4/20 ☐ ☐ # of Attendees

○ Guided Local Drives 4/19 ☐ ☐ # of Attendees

○ Guided Local Drives 4/21 ☐ ☐ # of Attendees

Registration Fees and Regalia

Item and Quantity Sub Total

Registration Fee $90, after March 19, 2018 the Fee is $115 $ -

Additional Car $25 $ -

Banquet $50 per person (Same Dinner Price for Children)

Chicken Qty. ☐ Beef Qty. ☐ $ -

Tee Shirt $20 ea. (S / M / L / XL) $25 ea. (XXL / XXXL) $ -

S ☐ M ☐ L ☐ XL ☐ XXL ☐ XXXL ☐

Total $ -

Go to www.texastriumphregister.org for the on-line registration form

Terms & Conditions

Proof of car insurance is required to participate in 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 in order to participate in the autocross. Any vehicle can be disqualified at the technical inspection discretion for safety reasons. I am aware of the hazards inherent in motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Texas Triumph Register and Vintage Triumph Register, collectively and separately from any and all liability from personal injury or property damage by me or my guest while participating in this convention. I understand that the Texas Triumph Register reserves the right to revoke my registration and retain my registration fee.

Cancellation policy: A full refund of the registration fee if you cancel on or before March 19th, 2018. No Refund will be granted after March 19, 2018. However, special circumstances may be considered.

Hawthorne

Signature and date:

Driver A:

Driver B:

Send signed form and check to:

Texas Triumph Register
PO Box 40847
Houston, TX 77240-0847

10
Minnesota Triumphs beckon you to the VTR NATIONAL 2018

July 17–21, 2018 at the Radisson in La Crosse, WI

On the banks of the historic Mississippi River

Reservations:
www.radisson.com/la-crosse/vtr

Relax with friends at the many local establishments

Carve the roads on the countless coulees in your Triumph

“Take Me to the River”

VTR 2018 on the MISSISSIPPI

Featuring 50 years of the TR250

Facebook VTR 2018
www.mntriumphs.org
SLTOA Membership Renewal

As a reminder membership dues are due and paid by January 31st of each year. If you have not paid your dues, please read the following information regarding methods for making payment.

Annual Dues are: $15.00, which includes monthly E-mail Delivered Newsletter.

Annual Dues are $30.00, for those who require a mailed copy of the Newsletter.

Payment of dues may be made by mail, at meetings, or by using the Paypal option on the clubs web site at [WWW.SLTOA.ORG](http://WWW.SLTOA.ORG)

By mail: SLTOA
C/O Andrew Ackerman
36 Arundel Place
St. Louis, MO 63105
Attn: Membership

PayPal: Renew from the SLTOA web site simply select the “Join SLTOA” option from the home page and scroll down to the Paypal option to process the payment transaction.

A service fee of $1.50 will be added for Paypal transactions to offset our transaction fee.

St. Louis Triumph Owner’s Association Receipt

Receipt for membership for: ____________________________ For year __________

Payment received by ____________________________ Date _________________

In the amount of $____________ Cash ____ of Check ____ Check # _____
some 40 years ago (comment from the floor: “And you just now got the notice, eh?”). He also said he got tired of his TR’s “anemic” horn and went with a German alternative; total cost for all repairs/mods, $30.

Next, the Veep handed out some trinkets: Oracle cable bags which he’d gathered at software shows. The winners were Maria Moore, Greg Rieman, Jack David, Bonnie David (who immediately returned hers, seeing as Jack had won), and Rosemary Lowe.

Getting back to problems with vehicle lighting, Andy recommended running the wiring through standard Bosch relays; you can get a bank of them from Amazon for about $12. He suggested running the lights, horn, auxiliary lights through the relays, adding, “Your horn will be 20% louder” (RSP: “Because you’re using a German component”).

As a reminder, March’s meeting includes elections. The club needs candidates for president, vice-president and treasurer, two-year term; once again, the secretary/editor agreed to stay on. Finally, the post-Polar Bear gathering at Jack and Bonnie’s will constitute Friday’s meeting.

The meeting concluded at 7:40 PM.
SLTOA Classifieds

59 Peerless GT—Number 254 of 325 built, original TR3 engine replaced with a Datsun 240Z engine with a pair of Weber DGV 32/36s, transmission also from a 240Z. This combination doubles the power of the original. Custom designed radiator, original twin fuel tanks replaced with a single tank, rides on brand new 16-in Rota RBs with 225-50R16 Falkens. Power windows, Corbeau seats. $39,000 buys the car and a spare windshield, in Little Rock, serious inquiries only, call Jeffrey (501)617-6393 (Craigslist) (1802)

62 TR3—In Florissant, good driver, needs to go to a good home! Asking $15,000, for more details contact David Bentley at bentleyusa@earthlink.net, call (314)991-2502 or check out his Facebook page (1705).

66 Ambro/Triumph-Ford Special—Ambro built on a '66 TR4 chassis with 2.9L Ford-Cologne V6 installed, mated to a 5sp transmission. Has original Triumph knock-off wheels, front discs and rear drums, Triumph 4.1 rear end, Holley carb. The car is surprisingly refined, easy to drive, street legal and eligible for most historic racing events. $24,900, in Little Rock, contact Jeffrey at (501)617-6393, serious parties only (Craigslist) (1802)

75 Spitfire 1500—Has been garage stored for 30 years, motor is free and floors are solid. Fuel and braking systems need going through. Has new interior set, top is so-so, $1800. In Springfield, MO, call (573) 645-0080 (Craigslist) (1802)

79 TR7—5sp, air conditioning (serviced 7/16), very good condition, owned for 10 years. In Kimberling City (W of Branson), $5250, email m9dwk-6462996832@sale.craigslist.org, (Craigslist) (1802)

79 Spitfire 1500—Runs well, new top and clutch, some rust. Has been daily driver for the past six months. In Carlinville, IL, runs well, new top and clutch, some rust. Has been daily driver for the past six months. In Carlinville, IL, $1950, email: jxg5z-6418982365@sale.craigslist.org (Craigslist) (1712)

For Sale—Original steel disc wheel and tire off a 1971 TR6 (spare tire), asking $200 OBO. Contact Darold Johnson (314) 835-8522 or at dlcejohn-son@gmail.com for more information and additional photos (1705).

Wanted—TR2/TR3 frame, needed for TR2 restoration. If you have one or know of one, please contact Mark Baich at baichma@aol.com, Texas Triumph Register, Houston area (1712).

Best of Craigslist

MG/Triumph Project Car – 1 – Jensen/Healy 2 – Triumphs – 3 MGBs project cars – like to sell as a package for more info cell 573-888-7829 $1 (Craigslist) (1802)

TR Tech (Continued from page 7) attached a male spade connector on one end that would fit in the purple power lead for the switch. I cut the leads off the other leads to the switch and spliced these wires to the new connector wire I created. This way I could turn the lights on and off by just inserting and removing the new wire with the spade clip in the power connector. I just had to replace the connectors on the two wires I cut to install the new switch.

Photo by Stephen Paur
Next Meeting:
Sunday 18 February 2018
Jack & Bonnie David’s house
500 Marie Dr
St Charles
(636)949-0825
Immediately following this year’s Polar Bear Run.

And Finally...

We fully intended to do the standard February “Oh, look who’s prepared for Polar Bear” caption, but one of our senior officers (who owns a TR3) had a better comment:

“This is just wrong!”