

# TRA



## Triumph Register of America National Newsletter

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# TRA

## National Newsletter

An official publication of the Triumph Register of America

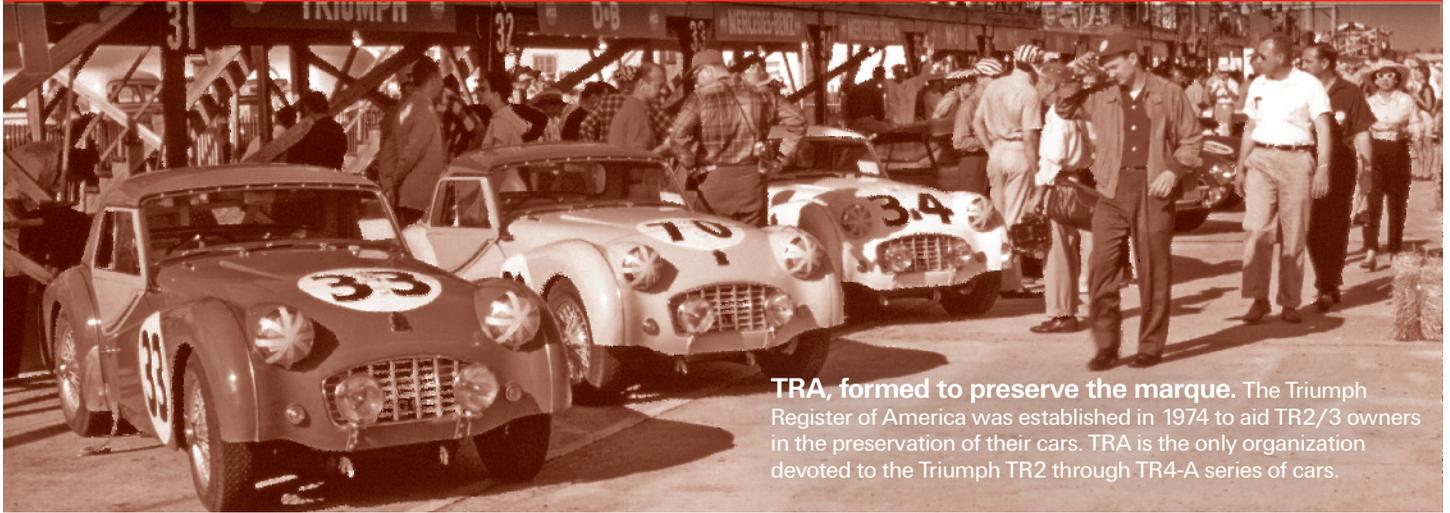


Image courtesy of Robert Johns

**TRA, formed to preserve the marque.** The Triumph Register of America was established in 1974 to aid TR2/3 owners in the preservation of their cars. TRA is the only organization devoted to the Triumph TR2 through TR4-A series of cars.

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**ON THE COVER:** Standard Triumph Factory European Tour

**VISIT TRA WEB SITE:** [www.triumphregister.com](http://www.triumphregister.com)

## TRA MEMBERSHIP DUES

Annual dues are \$25 (twenty-five) for four (4) issues of the TRA newsletter. When you receive your renewal notice from the Membership Chairperson, you now have TWO options for paying your dues:

### 1. MEMBERSHIP DUES PAID ELECTRONICALLY

Go to Paypal.com or log onto your Paypal account and follow the prompts to send money **\$26.25** using the following email address: *triumph.registerof.america@comcast.net*

This sends your payment to the TRA Treasurer. (Don't forget to put the dots in the e-mail address.)

### 2. TRA MEMBERS RENEWAL OR INFORMATION UPDATES BY MAIL

Members who want to send in their renewal by mail and current members that need to update ANY information on record with TRA, can send renewal form with check payable to TRA for \$25. Please mail to TRA Treasurer using information in renewal letter.

## NEW TRA MEMBERS MEMBERSHIP DUES PROCEDURE

New members MUST MAIL a completed "TRA Application for Membership Form" found at [www.triumphregister.com](http://www.triumphregister.com) with their FIRST dues payment to TRA Treasurer (address above).

## ADVERTISING POLICY

TRA does not at this time have a commercial advertising rate, but does publish commercial information of interest to the preservation of the TR2 thru TR4 series as a service to its members. Information found within this newsletter is believed to be correct and of interest to the TR2 thru TR4 owners. Opinions expressed may or may not reflect the ideas of all officers and members. Technical material is provided for your reference and should be used at your own risk.

## PLEASE NOTIFY TRA OF ADDRESS CHANGES AS SOON AS POSSIBLE.

Please send address updates to:

Ron Hartley  
28342 Lake Logan Rd.  
Logan, OH 43138

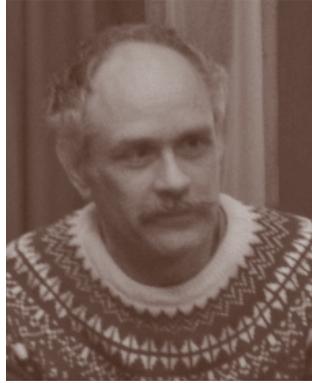
## TR4/4A JUDGING MANUALS

To order, send \$30 check to:

Lou Metelko/TRA  
P.O. Box 56  
Auburn, IN 46706

Please make checks payable to: "TRA Guide"

# President's Message



Spring seems to have finally arrived and it's about time it did. Those of us who have had the misfortune to have suffered through this winter have surely had their share of the cold and all the rest of it, while others who were more fortunate in having avoided this winter's abuse are preparing for the high heat of early summer. In either case it's past time to pull off the covers

Last weekend a few old TRA hands stopped by for the weekend and we had the opportunity to enjoy a British car show a half hour's ride south in the rather upscale area of Jupiter. While most of the core elements of your typical British car event were present in abundance, there was an unmistakable Southern Florida flair to this one. Just past a line of trees were the beach

and the Atlantic, and the sky, after the morning's thunderstorms had swept through, had calmed to a deep blue with scattered puffy clouds that offered intermittent relief from the sun. A typical collection of MGs, TRs, Healeys and Jags were there along with the expected array of more unusual marques, but what really set the field apart were the twenty something ladies in heels and poured on mini dresses drinking wine from the boots of nearly new Astons and the dealers hawking new Bentleys, McClarens, and a few orphan Lamborghinis. Clearly there was gold in the realm, and while the demographical disparity could have proved challenging, it didn't. We had a great time and will be returning next year.

Our own little gathering is fast approaching. TRA 2014 is now in the buttoning up stage, and the hotel block is probably full. If you are going, get your registration forms in and set your traveling plans. Ohio State Parks are fine venues and have served TRA well for many years. It should be a lot of fun.

This year's National Membership Meeting will be the forum for the nomination of National Officers for the ensuing election that will be done by mail-in ballot. Candidates must be nominated on the floor of this meeting, so please be prepared to make whatever arrangements your interests require. It really is important that this process begins smoothly.

Another matter of great importance is our concours d'elegance program. As Jeff Kelley points out in this issue, preparing a concours car is a commitment that isn't for everyone, but concours participation does not require that commitment. For many years, TRA has set the standard for the historically accurate restoration of sidecurtain and more recently Michelotti TRs and much of this success can be attributed to efforts made by those who have never had a car on the judging field. Everyone who is interested in the history and restoration of TRs is encouraged to participate in our concours program to whatever extent they are comfortable - participant, judge, scorekeeper, show field setup - it's all for the good of preserving the marque, and the TR hobby as a whole will be better for it.

As of this writing the position of Chief Judge is still open....



# 2014 TRA National Meeting Update

From Bruce Clough and TRA 2014 organizers

Gosh, about two months away folks, probably less by the time the newsletter comes out – hope you're ready for this!

I know the host club is working hard - just last weekend (12 April) we spent a day and a half out at Deer Creek developing the rallies, tours, checking eateries, and reviewing the events with the hotel staff. So far, so good!

## TRA 2014 Lodging

The lodge room block has actually been well exceeded, but they are still (at least until May 10th TRA rates for reservations coming in. That said – if you need a room, do not wait – call ASAP! This is somewhat important since the nearest other hotels are in Circleville, about a 20 minute drive. I'd also like to mention that they rent cabins and camping is available, so if those appeal to you more you can get those. Cabins are booked through the lodge, but to rent a camping spot you have to actually go through the park, not the lodge. Some of us have moved from the lodge to cabins to make more rooms available (and to make room for the stuff we are bringing!)

## Sending updates out to registrants

Also hope you are saving goodies to put in the auction, making sure that last bit of car is right for Concours or Participant's Choice Car shows, and honing your thinking skills for the driving events. We are planning to email a "What to Expect" document to registrants that will cover the agenda, maps, rules, contests, auction, etc. in the mid-May timeframe. This is so you know what to expect before you get to Deer Creek.

## One more tidbit

A group of MG folks on the way to one of the national meeting in Indiana will be staying at Deer Creek on Saturday night – I'm sure there is something we could do to make sure they have a great time, if nothing else, we'll have Lucas parts that will fit!

## Places on the Web you can find more info:

The official meeting website, with all the information you wanted to know plus on-line registration is at: [www.miamivalleytriumphs.org/tra2014](http://www.miamivalleytriumphs.org/tra2014).

If you want to make hotel reservations (make sure you tell them you are with the Triumph Register of America) call Deer Creek reservations at (800)282-7275. More information about the lodge can be found at: <http://www.deercreekstateparklodge.com/>.

Park information is at: <http://www.ohiodnr.com/parks-blog/index.php/park-locator/individual-state-parks/deer-creek-central-2/>.

...and you can always contact me at [bclough@woh.rr.com](mailto:bclough@woh.rr.com) or TCF176OLO@hotmail.com – or call 937-238-4962.

One more thing – as I said last time please, please, please don't feel like you have to bring a TR2-4A to participate. This meet is designed so those who have not decided to bring their Triumph will have as much fun as those who have (maybe more since they don't have to wash a car for the show!). If your TR ain't feeling good, or you're waiting for the right one to show up for sale – doesn't matter, come on down! Drive your Wedge, we'll have a class for it in Participant's Choice, heck, for that matter drive your 2000 Roadster or Dolomite – we will make the space!



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**TRA2014 Meet Team checking area cellphone coverage... there is no detail too small for our planning team.**

**Questions?** Please ask! See you there, and thanks to those who have been working hard to make this a good time!



# TRA WELCOMES Illinois S



The Triumph Register of America is delighted to announce the addition of the Illinois Sports Owners Association to its official roll of TRA local centers. Originally founded as the Chicagoland chapter of the factory sponsored Triumph Sports Owners Association in the late 50s, the organization changed its name to the Illinois Sports Owners Association after the demise of TSOA. The club, which is made up primarily of Chicagoland Triumph enthusiasts, but has members from throughout the United States, has more than 220 memberships and some 50 wet liner powered Triumphs are listed among the Triumphs belonging to ISOA members.

ISOA is also an affiliate of the Vintage Triumph Register as well as a Six Pack chapter. They have hosted six VTR conventions, and ISOA members have organized four Six Pack TRials. In addition, ISOA member Jeff Slaton planned the TRA national meet at the Land Between the Lakes in Kentucky in 2013.

ISOA maintains a club website (<http://www.snic-braaapp.org/UAT/index.php>) and publishes Snic Braaapp, a 20-page newsletter which has received numerous VTR and Old Cars Weekly's prestigious "Golden Quill" awards. Back issues may be viewed on line from the club website.

The ISOA liaison for TRA is long-time TR a member Jay Holekamp who's 1965 TR 4 was voted TRA's Best of Show at Branson, Missouri. The club's membership is excited about becoming an official TRA local center and hopes to have a strong showing at the national meet this June and in years to come.

# Sports Owners Association



# Needed: National Meet Hosts!

John Huddy, National Meet Coordinator

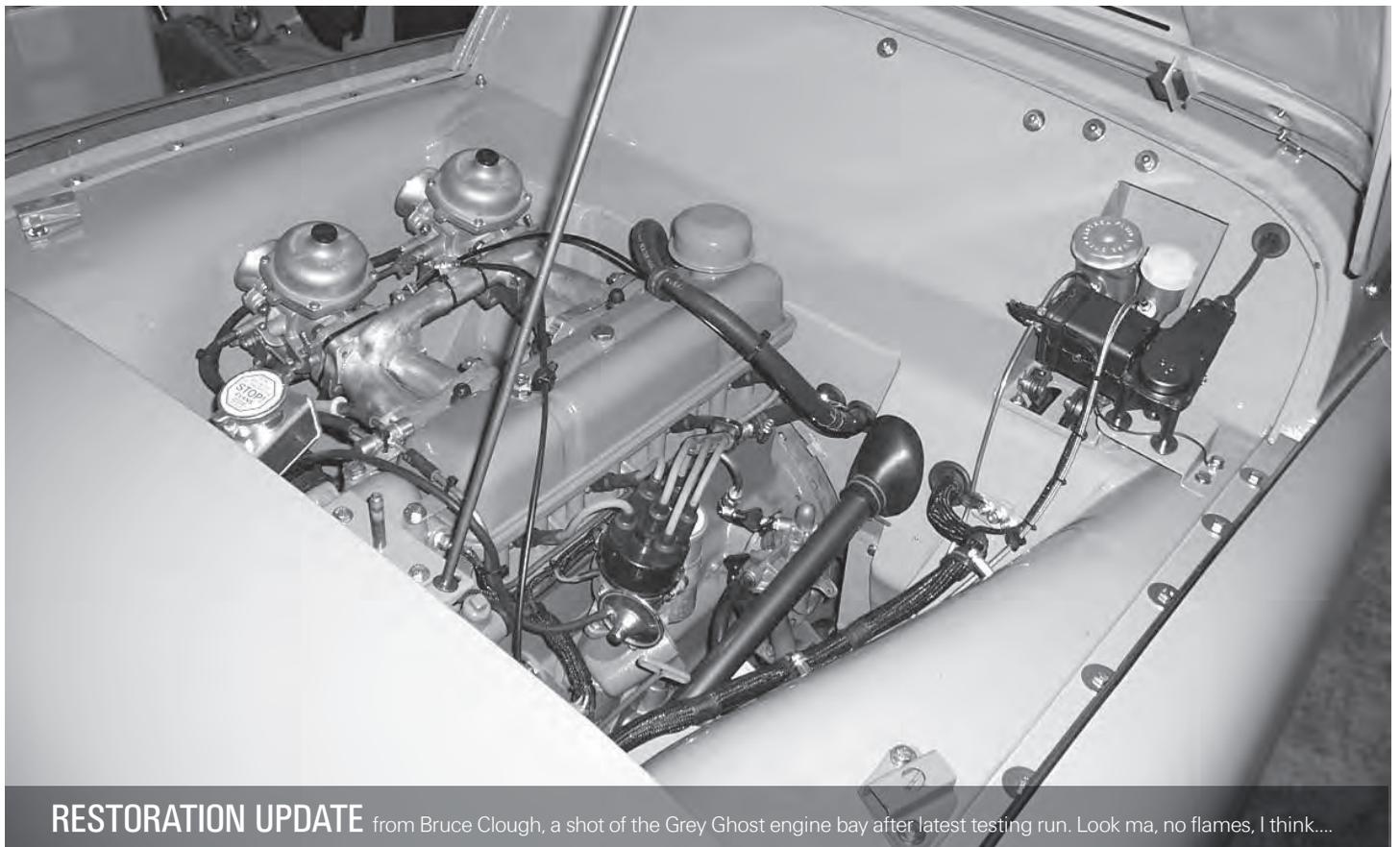
Although Miami Valley Triumphs has the 2014 plans well under control, TRA is in need of hosts for all National Meets after the one being held this June. If your club has not hosted a National, now is the time to consider hosting.

**TRA is your club** and it takes strong membership participation to remain a healthy and viable organization. It really isn't difficult to plan and execute a successful event and host clubs usually make a nice profit for their efforts. If you think that your group might be interested, please call me (or any of the officers) and we will be glad to discuss any National Meet issues or concerns.

**Remember** that there are only a few requirements for a National. First, there needs to be a meeting of the membership which is timed such that most National Meet participants can attend. Second, there needs to be a judged Concours d'Elegance, a Participant's Choice Car Show and an Awards Banquet. All other events are completely up to the host club.

**Please give some serious consideration for hosting** a National Meet and help keep TRA the viable Triumph organization for TR2, TR3 and TR4 enthusiasts that it has always been.

**If you want to discuss hosting**, feel free to contact me at (614) 204-0300 or [jhuddy@columbus.rr.com](mailto:jhuddy@columbus.rr.com). After the winter that we have had, spring can't come soon enough!



**RESTORATION UPDATE** from Bruce Clough, a shot of the Grey Ghost engine bay after latest testing run. Look ma, no flames, I think....

# The IMPORTANCE of the Concours car show

By Jeffrey Kelley



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Original cars have become the latest rage in car collecting and I think this comes from a desire to maintain the Marque whatever one that might be. So even if you're not cut out for Concours you can benefit from knowing what our cars were like when they were new. If want to learn more, get involved with judging and we can all learn together.

---

Even though Concours is not for everyone it is important to TRA. The group that formed TRA did so to preserve the marque. Without their efforts we might not have a realistic idea of what cars looked like when they were new.

For many years after I purchased my TR2 back in 1972 I never saw another TR2. Until I found TRA I always presumed that the odd bits on my car were just due to the fact the car had spent most of its life in rural Michigan with no access to proper parts. Especially troubling was that rotten thermostat housing that leaked water and the right rear wheel hub that kept working itself loose. In my case, if it hadn't been for my Father owning a repair shop my car probably would have been scrapped. About 10 years ago when I started the restoration my original plan was to clean it up, fill the holes with putty, make it safe and use it as driver. The information

I found in the Concours judging guide changed my mind. With the revelation that the old beat up sports car I bought from the neighbor's backyard thirty years ago was one of the cars Standard Triumph used to introduce the TR2 to world changed my plans. If I didn't have confirmation of the originality given by the Concours guide I probably wouldn't have worried about it and the car could have been lost.

Original cars have become the latest rage in car collecting and I think this comes from a desire to maintain the Marque whatever one that might be. So even if you're not cut out for Concours you can benefit from knowing what our cars were like when they were new. If want to learn more, get involved with judging and we can all learn together.

I look forward to seeing everyone at this year's National Meet.

# A chat with the TRA President

By Kathy Kresser

Note from writer.

*I plan to dedicate several articles about the officers and leaders of TRA randomly choosing the interviewee.*

*I talked with John Warfield, who has been the TRA President for 20 years. I read his President's Message in the TRA Magazine and wanted to learn more about the man behind the column and his love of Triumphs.*

*About his upbringing, John simply told me: "I'm nobody of particular consequence." I seriously doubt that comment. John spent his early days bouncing up and down the east coast, from Florida to Massachusetts as family requirements dictated. He has been entrenched in Annapolis, Maryland, since February, 1976. The winter house is now kept in southern Florida. John said: "I'm glad I've got that one now; this winter has been brutal and snow isn't kind to wheelchairs."*

*The following is a recap of our email conversations:*

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## **Q: John, when did you discover the thrill of Triumphs?**

It had to be the fall of 1971. I was riding my bicycle down Old Marlboro Road in Concord, Massachusetts, when a red TR6 flew past me. I didn't get much of a look at it as it was moving quite along, but the impression it made was significant. I'd never before seen anything like it; I can still see it in my mind today. From then on I was constantly on the lookout for TR6s but didn't see another until the following spring. That one was white. By then I'd made my mind up that I would have one. My friends lusted after Camaros and Challengers; for me it was the boxy little TR6.

It wasn't until July 27, 1982, that I actually owned a Triumph, as I'd had to choose between wants and requirements. The two merged when my 1969 Toyota Corona began to struggle and I needed something that was sound and reliable on a daily basis as I was starting a business and law school at the same time. By then the TR6 was long out of production, and the beaters that were available in my price range were worse than the Toyota. Most would be considered project cars today. After far too many disappointing test drives (and admittedly a few thrilling ones in some cars I knew I couldn't afford), I heard through the grapevine that a very low mileage 1977 Spitfire was available from an Army officer at Fort Meade, Maryland. On a whim I went to see it, and after driving it, I bought it immediately.

The Spitfire was a great little car that drove more like my sister's old Corolla than a TR6, but I thoroughly enjoyed it. Fun and utterly dependable, with tremendous gas mileage for the time, its only real fault was that it wasn't a TR6. Thirty thousand miles and exactly one year later, the Spitfire and I were crushed by a runaway boom truck on the Baltimore Beltway. I survived; the Spitfire didn't. While recovering in the hospital from serious mobility issues, I read an advertisement in the Baltimore Sun by European Motors in Towson selling an untitled, Inca Yellow TR6 that they had held in inventory since 1976. My offer to buy it the previous spring had been rejected; it was time to try again. When my father came by to visit, I told him about the car. Five minutes later we were headed to Towson, AWOL from the hospital with a 'borrowed' wheelchair.

As it turned out, the untitled car had been sold by the time we arrived, but a one owner, Inca Yellow TR6 had just come in. It wasn't new, but only had 46,000 well-cared-for-miles behind it; the original owner was a Marine officer who kept the car as you might expect. Papers were signed, and back to the hospital I went. I was subjected to a thorough scolding by the hospital staff, but I didn't care a bit. There was still some hope of full recovery back then and a TR6 would be waiting at home when I was released.

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### **How did you discover TRA?**

One Saturday in the spring of 1985 I was taking a nap when a neighbor called and informed me that she knew I was fond of Triumphs and that if I could get the piece of \*\*\*\* she had in her garage out of there, I could have it. Just as I was responding, my law school friend Elizabeth dropped by decked out in graduation finery – frilly white summer dress, sun hat, Jackie O. gloves – the whole bit. She had been with me when I had offered on the untitled TR6 and enjoyed driving the one I had; it took all of two seconds to convince her to go on another expedition.

So off we went again. The car in the garage was a mostly Signal Red TR3A. I knew little of TR3As beyond cursory looks at British car shows and what was written in Robson's Collector's Guide, and frankly thought the car was ugly. Its condition did little to alter my opinion. It had been sitting for years, serving mostly as a cat den. The front apron was trashed, and the steering wheel looked like a medieval artifact. The radiator was Japanese. At the cost of her summer dress Elizabeth was able to determine that the underside of the body was a mess and that the chassis was curiously painted Powder Blue. How little we knew back then!

The following summer I went to 6-PACK, which was held at The Roadster Factory. The TR6 had been passed on to my cousin Glen (who still has it) to make room for the donated TR3A, but 6-PACK was always a great time and the 3A desperately needed sheet metal. Tom R. Householder (a lifetime TRA member) was showing pictures of his recently purchased Harrah's TR2, and after a few minutes of conversation, suggested that I join TRA, as they were the only club solely dedicated to the sidecurtain TRs and might be a good source for parts and information. I did, and Tom was good to his word; a few weeks later I was at Joel Rosen's house picking through a stack of radiators and boxes of TR "noogies".

From there things progressed nicely. Within a few years I had made friends that will last a lifetime. My first local center, PACTRA, merged with my second, Mason-Dixon, which still carries the TRA banner in the Maryland area.

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### **I noticed you are an active contributor on the TRA Forum. How did you acquire your technical Triumph knowledge?**

It's all Ron Gordon's (TRA member) fault. He had just completed the restoration on his Signal Red 1960 TR3A, and had taken it to Moss Motors' little show in Greenbelt, Maryland, where I had a chance to meet him and see the car. I'd never seen a sidecurtain car prepared to that level before, and was immediately determined to build something comparable. My training, as such, was in paint work as I had helped pay for undergraduate school painting at a friend's body shop - but the rest was learning on the fly. The Spitfire had required little more than oil changes and brake shoes, and the TR6 even less. In retrospect, the TR3A should never have been saved, and was a far more ambitious project than I should have undertaken in a wheelchair. Fortunately, again through TRA members, I was able to source talented restorers that were more than capable of addressing the things that I couldn't or wouldn't handle, and I was able to limit myself to restoring things that could be built on a bench or sprayed from the chair. The windscreen assembly was put together in bed. Each component was like a little project in itself. It wasn't enough just to get a wiper motor, carburetor, or heater working properly; I wanted to decipher their little nuances and intricacies, although admittedly more often than not I took an historian's point of view rather than an engineer's. My education was a long process with lots of ups and downs, but in the end, everything worked fine and the car was completed. Arguably it was worth it.

*(Editor's note: John won Best of Show at the 1991 TRA National Meet in Frederick, Maryland, with his 1958 Signal Red TR3A restored to its original specification).*

*TRA people you know.*

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### **Tell me about the Triumphs you have owned and about your current restoration project.**

The first drivable Triumph was the doomed Spitfire and the second the Inca TR6. Somewhere in between was a 1970 Damson TR6 that someone had dragged onto the backyard of the shop and then abandoned; it still had 1973 Delaware tags on it. I used it for little odds and ends. Considered an unsalvageable wreck in 1982 it was actually in many ways quite better than the TR3A I ended up restoring.

The third was the Signal Red 1958 TR3A that cemented my commitment to sidecurtain cars. That one was held until 2000, including a three year stint with an auto transmission from a Triumph 2000 Saloon. For the first time in twelve years I had been able to drive a Triumph again, and it was the first time I had driven a sidecurtain car. What a treat it was! The auto transmission eventually proved too weak for the engine; it blew up coming home from the vintage races in Schenley Park in 1998. I sold it to local center member Leon Lutz to make room for a Mark 2 Jaguar. Leon reconverted it to original specification and the car was shown again at TRA in 2001. Since then it's been sold on again and again and again.... I think it's in the UK now.

The fourth was a Signal Red 1959 TR3A that was purchased simply on account of its remarkably preserved condition. It was a superb car and everyone's favorite, including my mother, who named it "Inga" as it was purchased sight unseen from a distance like a mail order bride. Intended as an eventual easy restoration project for my cousin Glen (the one with my old TR6), it served as a reliable driver until the '58 TR3A was completed. Glen's growing family soon forced him to focus solely on his TR6; the '59 3A was also sold on to a local center member and attended many events with our group. The last and the only one remaining is TS227LO, a Pearl White long door TR2. It is still under a restoration that circumstances have caused to languish at times. This one came from Joel Rosen, who at the time also had TS1246L (TR2) among other TRs and needed to pass one on to someone willing to tackle an extensive project. Like most restorations, it's been frustrating at times, but the challenge of an early car has provided its own rewards.

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### **You have been associated with TRA for many, many years. What satisfaction do you draw from the group?**

I joined TRA seeking parts and advice. What I found was a community of dedicated enthusiasts that put the people in the club ahead of their cars. Long after I've lost the ability to do anything more with TRs than remember them, I'll have the friends that I've made in TRA.

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### **Why do you think groups like TRA are important in the classic car world?**

Without clubs like TRA, the classic car world would suffer immeasurably. You simply can't get the kind of technical, historical, or physical support that marque-specific clubs have to offer. When I joined TRA, I was a "TR6 guy" that knew nothing of sidecurtain cars and could never have completed the TR3A restoration alone. A lot of people have been or still are in the same position. With TRA and many clubs like it, answers to questions are but a telephone call or forum post away. People who respond do so gladly, not because they are obligated or paid to do so. Corvette, Model T, MGA, and Classic Thunderbird owners (to name a few) have all figured out through the years what Joe Richards and company figured out in 1974 – that like-minded people facing similar problems and challenges with similar cars do so more efficiently and enthusiastically than otherwise, and that enthusiasm is contagious.

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## **How do we keep the interest and the momentum of club membership going forward?**

There's no easy answer for this. The club has always had a solid core of long-term members that keep things plugging along, but this "social inertia" needs periodic infusions of new blood to keep it churning. People typically join because they need parts or advice, and then the social value of the club begins to overshadow the need for support. Long after their initial restorations are completed, members stay on because of the friends they've made. Some will sell their TRs if their interests change, and others will start new projects, but the joy of seeing new people with new cars at local center gatherings or National Meets is always invigorating.

I suppose the real challenge is how we get these new people to join. Purveyors and restorers like Moss Motors, The Roadster Factory and Macy's Garage will always be an excellent channeling source for potential TRA members as the symbiotic relationship between those who make a living from our hobby and those participating in it has been well-established for decades. The two are often one. Still, more is needed. Recently, the club membership voted to pursue the creation of a "PR Chief" to oversee the exposure of TRA to Triumph enthusiasts; to date there have been no candidates. This seemed like a good idea at the time and still does, despite the fact that such a position's ability to increase retained membership is entirely conjectural at this point. Still, it couldn't hurt to try. Until then, we can all do our bit by spreading the word - by telephone, Internet, written note or whatever else works in a pinch. Just getting our cars out on the road where they can be seen can help immensely.

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## **What does your crystal ball tell you about the future of Triumph cars and other classic car models of this vintage?**

Unfortunately it really doesn't take a crystal ball to foresee that the TR hobby, like most hobbies associated with vintage or postwar cars, will eventually succumb to attrition. As horrible or pessimistic as this may seem, it's the plain truth of it and no amount of cheerleading or grandstanding can erase the inevitable. The old car hobby has been playing for time for years, and it's slowly and steadily running out. Values still go up and down, and an evening watching Barrett-Jackson might lure someone into believing that old cars will endure forever, but they won't - at least not in the ways in which we've been accustomed. We are all getting older, as are our cars, and the number of people who grew up with TRs or with families who had TRs will eventually begin to decline at an increasing rate. TRs are relatively affordable drivers' cars, and not often restored to be objects d'art like Jaguar XK120s and Duesenbergs; few will linger on as artifacts in museums when their useful lives are done. Future restorers and collectors will focus on the icons, and nothing built after the early '80s lends itself to restoration. Our descendants will have to choose.

This does not in any way suggest that we should give up what we love any more than we should give up living because we can no longer dance. This is still our time and we are here; the cars are here. We have a good way to go and we must make the most of it. There are still TRs out there that would love to be given a new lease on life or just keep on with the one they have - just as there are still enthusiasts out there who have the will and resources to make it happen. Sure, the majority of today's youngsters might be more interested in Facebook or Twitter than an S.U. carburetor, but there are some out there who are not, and these people are the future of the TR hobby. Ultimately, as long as there is one TR enthusiast remaining, that person will be fulfilling our pledge to "preserve the marque".

*TRA people you know.*

**Editor's Note:**

*John, I thoroughly enjoyed our email chats and your comments. As I re-read the article, I hear your excitement about Triumphs. I still laugh reading your initial TR3 description. In particular I admire your stamina, determination and interest in this great hobby. I learned much about John such as he is a walking encyclopedia about Triumphs and other makes, he is helpful and sharing and gives 100% to every task he undertakes. Read the comments about John from fellow TRA members at the end of this article.*

*John commented on the friendships he has made at TRA. Friendship is a recurring theme I hear when I talk to TRA members. The friendship element is key for many members and I think that says so much about this group. TRA members, as a tribute to John, drive those Triumphs and enjoy the pleasure every time you sit behind the wheel.*



The TR6 at home



Judging and being judged, TRA 1993

**Comment from Greg Walker, Fort Myers, Florida**

The first time I remember meeting John was at the 1991 TRA National in Frederick, Maryland, the beginning of over 20 years of friendship. This was the year I finally brought my restored TR3A to the National, unfortunately for me; John was there also with his fresh restoration. We all know what happened, of course, but with John's help I returned the next year to be BOS.

This is the beginning of the point I want to make about John. No matter what he does with his cars you know it is always going to be 110% and it shows, but more important is that he gives 110% into everyone else's cars as well. In the last 20 years it would be difficult to find a BOS car or any of the concours cars that John has not somehow been involved whether it was historical information, judging rules, factory build information or sourcing parts, especially NOS. He is always there to help us achieve the best restoration for which we are striving.

All his help has kept our cars on the road and looking good, not just at TRA, but with the Triumph clubs here and abroad. I can't wait to see his next restoration!!!

**Comment from Jack Schmelyun, Glen Burnie, Maryland.**

I first met John at Pete Groh's house (TRA member) back around 1990. As I was traveling to Pete's house to pick up floor pans for my TR2, I noticed a car following me all the way to Pete's. Well, it was John in his Cadillac and he pulled in right behind me. We became good friends from that moment forward. John was and is my "go to man" for Triumph information. He helped me immensely back in the late '90s when I restored my TR2. It is easier to call John concerning correctness issues rather than open the restoration book. John has way more knowledge. He is a wealth of information concerning Triumphs and many other cars.

John promotes TRA and does much more than anybody knows. John is a very good friend to all of us at the Mason-Dixon TRA.

## Comment from Leon Lutz, Baltimore, Maryland.

John and I have been good friends for over 24 years. He has a great sense of humor and is fun travel companion. Many of our trips were south to Virginia, north to New York, and west to Ohio plus areas in-between. John has exceptional knowledge about antique cars including Mercedes, Jaguars, and Triumphs. He has played an important role in the success of the shows that were hosted by Mason-Dixon TRA including the lead negotiating for the 1996 national meet held in Williamsburg, Virginia. This meet was the largest at the time. He contributed to the re-writing of the concours judging rules and has impressed me with his leadership, both local and national.



The TR3A and Bubba, at British Car Day, Bowie Maryland early 1990s.

## Comment from Joel Rosen, Union Bridge, Maryland.

I first met John Warfield in 1986 when he rolled into my garage looking for parts for his TR3A he was restoring. It was the first of many trips to the garage as we talked cars, bonded and became best of friends. I had been in TRA since 1981 and he had heard about TRA from Tom Householder at a car show. So, when Marty Jones and I organized the initial meeting of Mason-Dixon in May of 1988, John was there and the decision was made to become a TRA local center. From the time I first met John, I could tell he was not your average car guy. I had to pull down all six radiators from the shelf until he found the one that had just what he needed. He is well-known for his attention to detail and his skill at refurbishing parts to better than new condition. The tool kits he sells are of the highest quality and many a show car has one. If he spent ten hours sanding, painting and polishing a part for the car that would never be seen, well that was just the way it was supposed to be. He became an expert on the originality of early Triumphs and is willing to share his knowledge with anyone. I had never had a friend in a wheelchair until I met John. I was amazed at the way he didn't let his situation stop him from doing the things he wanted to do. That peaked when he had an automatic transmission and hand controls installed in his TR3A and drove it around for a few years.

His knowledge of general world history, militarization, and other topics is amazing. How many people do you know that can rattle off muzzle velocities of almost every WWII firearm? He is an avid reader and we often share books of interest. But most of all, I am proud to say I share his friendship.

*TRA people you know.*



The Mason-Dixon camp at Johns Hopkins Spring Fair early 1990s.



The Spitfire and me beneath the boom truck, 27 July 1983



3.5 Litre Jaguar at British Car Day, Bowie, Maryland early 1990s.



The 1958 and 1959 TR3As together at Bowie; the TR6 in the background. The family had 5 cars on the field that day.

# SPORTS CAR POSTERS

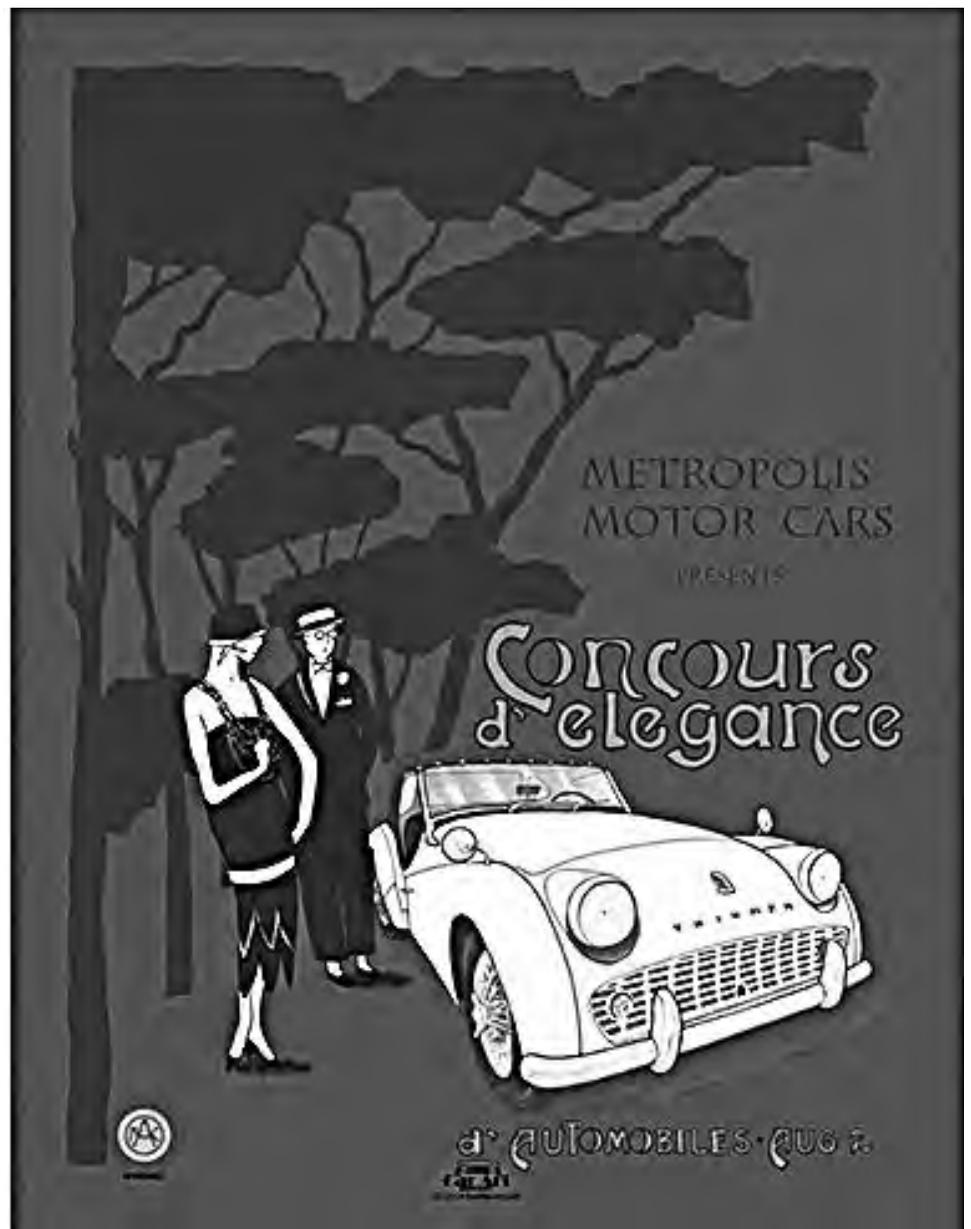
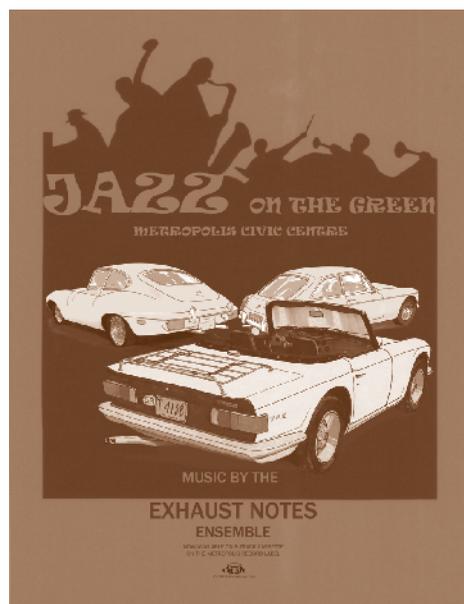
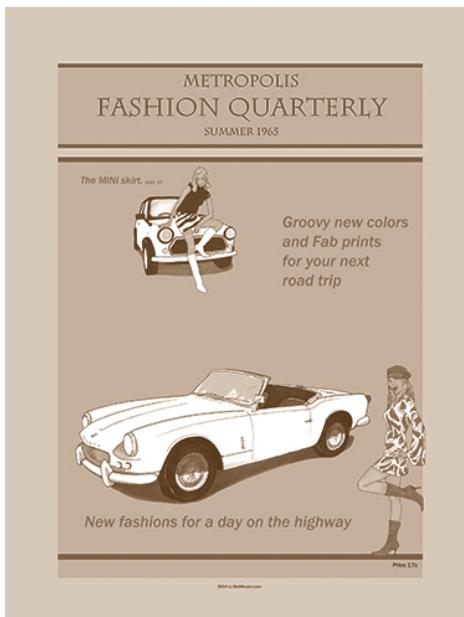
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that are created around a fictional Metropolis from the 1930s through the 1970s. The series includes such scenes as concours, drive-in, period fashion magazines, jazz, petrol stations, Road Trip magazine and vintage ads. In each poster there's a little humor that goes along with the fictional Metropolis, both a city and a

multi-national conglomerate, as the series gives us a nostalgic glimpse of memorable events and lifestyles of the past.

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# My TR and family...

I thought I would send these photos of me, my wife Suzie and our 3 boys (as we say in jest), Tyler, Travis & Triumph. The holiday card from 1992 shows Travis on the left when he was 2 and Tyler when he was 6 in front of our home in Williamsburg, VA. The recent shot was taken just after Christmas this year. Our car is a 1961 Triumph TR3-3A I bought back in 1986 the year we were married. There is a sad but somewhat amusing storey about the day I bought the car in Fairfax, VA where we were living at the time.

I responded to an ad for the car and showed up to see it and meet the owner. I entered his condo to find the owner sitting at a card table in a completely empty home, no window treatments, no carpet, nothing. He had only the title of the car on the table. I asked, 'are you moving?' He said, 'No, I just finished an ugly divorce and my wife got everything. The only thing I have left in the world is my TR-3 and you are about to buy it.' I couldn't resist and asked, 'How much for the card table?' We chatted about the car, struck our deal and I drove it home. It was painted pink with black & white shag carpet and had a bad first gear.

I stripped it down to the basic shell and then off to the paint shop for paint stripping and the original signal red enamel. I later bought another car to get the Laycock d'Normanville electronic overdrive which makes all the difference on the interstate and installed it with new pressure plate, clutch disc and throw out bearing. About 5,000 miles ago I had The Roadster Factory rebuild and balance the engine complete with new sleeves more 'civilized'. and hardened valve seats. At the time I put in an oil cooler, oversized radiator and a TR-6 six blade fan, rebuilt the front stainless

calipers, new brake pads and stainless steel brake lines. Last year it got an upgraded starter, new tires and wire wheels. I finally took off the Brooklands racing screens which make high speed driving a bit

I badgered the family, who are rarely together at one time, to take another photo this year. The car has a special background as I trained both boys in the TR to drive with a clutch as my Dad taught me back in 1966. Years earlier I saved my money as a newspaper boy and a dish waker at the truckstop to by a sports car. Dad was true to his word and signed for me when I bought my first TR-3 for \$500. at age 16 from Pacesetter Motors in Rochester, NY. Here is a shot of me and my brother in my first of many Triumphs.

A few years ago I had put the car in Hemmings as I thought I wanted a Porche 911. My wife was furious and thought I had flipped my lid. I did not sell it obviously and still enjoy the car. I take it out once and month. People ask, 'do you ever put the top up?' my response, 'I think I had it up one day back in 1997'. This car is to be used and enjoyed with top down wind in the face motoring! It is TR-iffic in every respect.



1966



1992



2013

# TRA OPEN POSITION: Chief Judge

From John Warfield, TRA President



After years as TRA Chief Judge, Nino Richards has announced that he can no longer serve in that capacity on account of the travel requirements of his employment. Nino now has to travel worldwide, often for extended periods, and can no longer guarantee his attendance at our National Meets. As those who attend these Meets are well aware, the bulk of the Chief's Judge's responsibilities are focused on the preparation and administration of the annual Concours d'elegance. Nino is of course aware of this as well, and feels it would be in the best interest of the club if another willing and able member were to step in and assume these duties in time for this year's Concours in June, as he might be overseas at that time.

While the title 'Chief Judge' suggests that the holder of this position must by necessity be the most knowledgeable originality expert in the early TR universe - particularly when the decision of the Chief Judge is 'final' in rulings regarding our Concours d'elegance - the reality is somewhat different. A working knowledge of TRA's Judging Standards and Restoration Guidelines combined with the ability to oversee and administrate a group of fellow enthusiasts serving as 'judges of their peers' is probably a

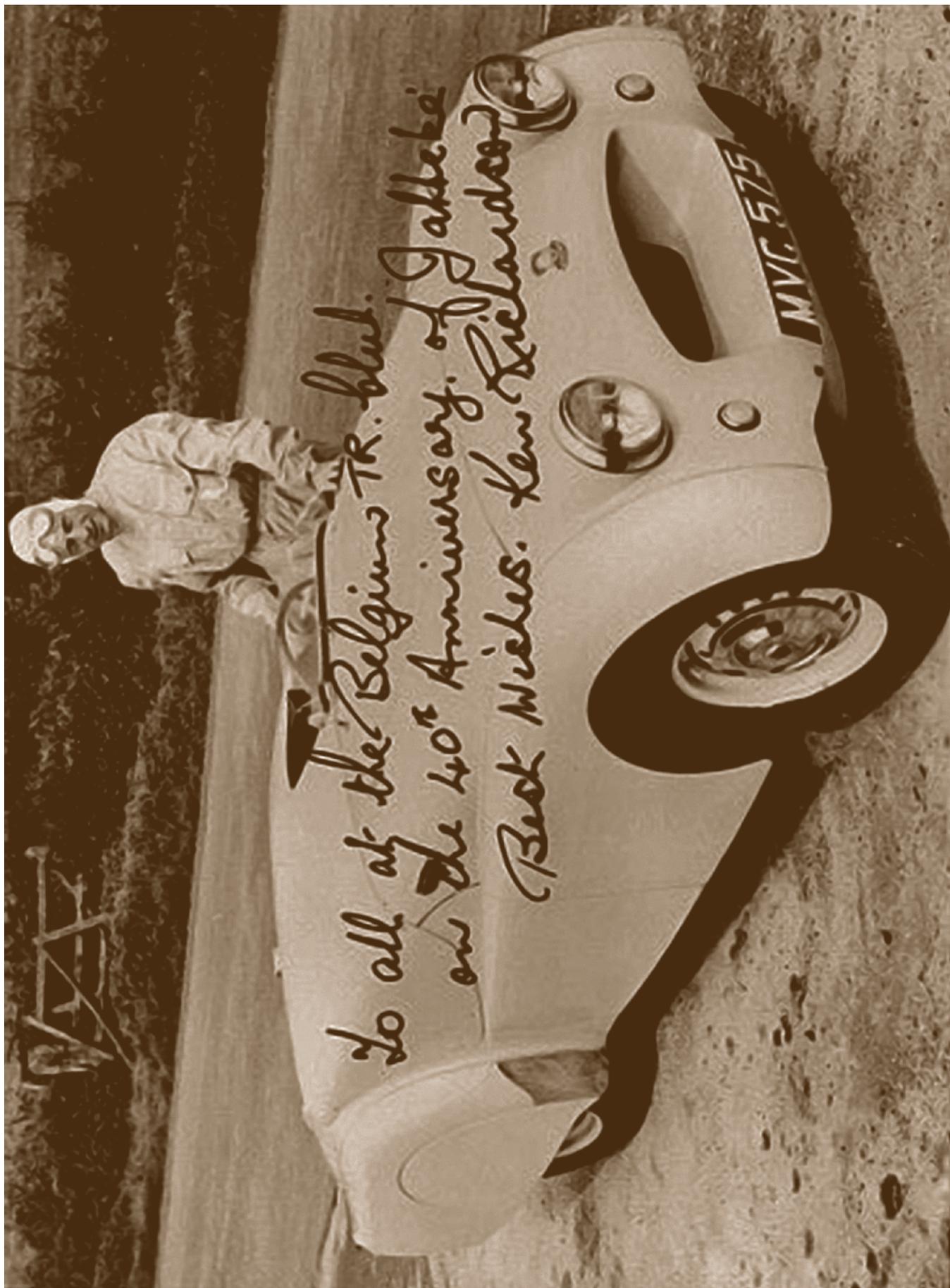
more accurate description of what is required to be a good TRA Chief Judge than is a sheer depth of TR knowledge. Sure, being intimate with our cars has always been an undeniable benefit to everyone who has served as a Concours judge in any capacity, but it is not the only measure by which a judge should be considered. The position of Chief Judge has been no exception. All of our Chief Judges have known our cars well, but they were also aware that not everyone knows everything about them in a given instance. When issues arose through the years that created uncertainty, research was done and advice was taken. TRA's Concours program, while certainly not flawless, has been justifiably a source of great pride to our club as a result.

As a Staff member and a member of the Board of Directors, the Chief Judge will have a voice in the overall administration of the club, but his or her primary responsibilities are assisting the National Meet hosts with TRA's Concours d'elegance. This includes the preparation of the judges' sheets, the assembly and training of the judging and scoring teams, the administration and oversight of the actual judging process, the recording the scores, and the return of the completed score sheets to the Concours

**While the title 'Chief Judge' suggests that the holder of this position must, by necessity, be the most knowledgeable originality expert in the early TR universe... the reality is somewhat different.**

participants. As noted above and in Nino's article, most of these duties are performed at the annual National Meet, and while they can seem a bit daunting when laid out in a list, TRA's Concours program has been established to the point where operational details should present a minimum of anxiety to any dedicated enthusiast with an interest in early TRs and a desire to enhance the TRA experience. TRA members recognize the importance of our Concours and are genuinely there to help. Answers to concerns will be only a phone call or email away. Nino will more than happy to assist you in the transition.

So if you have an interest in serving as Chief Judge, call or email me, and even if not, take a moment to call or email Nino and thank him for his years of years of keeping TRA's Concours program alive and well.





# InTResting Classifieds

InTResting Classifieds & Events listings are offered free for TRA members. If you would like to place a classified ad, please send them to Newsletter Editor - jkrupp2441@gmail.com or TRA classifieds: 2441 Haviland Road, Upper Arlington, OH 43220.

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# TRA Local Center Information

Mason-Dixon TRA 22nd annual picnic held on June 12. The picnic was at Don & Helen Cumberland's house in Sykesville, MD. Photo by Guy Garey.



Local Center information can be updated by contacting the Membership Chair by mail or email.

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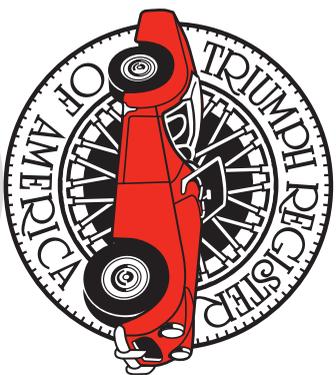
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