

# TRA



04

VOLUME: 33  
ISSUE: 128  
DEC / JAN 2015

■ ROBERT JOHNS  
TRIUMPH RACING  
HISTORY

■ TRA 2015 NATIONAL MEET  
SOLOMON'S ISLAND MD.  
REGISTRATION INFORMATION

Triumph Register of America was formed to preserve the Triumph marque. TRA 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 TR4A series of cars.

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## PRESIDENT'S MESSAGE



I hope this letter finds everyone in good spirits after the holidays. For those of us in the northern part of the US it is getting harder to remember when you could go for a drive with the top down and not worry about frostbite. Fortunately those days are not far away and for those in a warmer climate it may be the best time of the year for a drive. Back when my TR2 was my everyday driver it saw many snowy days. If I used the side curtains the window frosted up, so generally I drove without them and used a blanket over my lap. For some reason it just doesn't seem so appealing today.

Now, on to other activities for these long winter nights. The TR 4/4A Concours judging standard is in need of an overhaul. I would like to have it in the same format as side screen cars, improve the accuracy of the information, and have the document available online. The only way we can have an accurate judging standard is for those of you who are familiar with TR 4/4A cars to give input. These cars are not my strength but I am willing to help organize the group and participate to the best of my ability. I would like to get started as soon as we can so please feel free to contact me with your ideas. Your participation is key to the success of this activity.

Cheers,

Jeffrey Kelley, TRA President

### 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.register.of.america@comcast.net This sends your payment to the TRA Treasurer. (Don't forget to put the dots in the e-mail address.)

2. RENEWAL/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.

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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 (see information on previous page).

### 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 our members. 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:

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To order, send \$30 check to:

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Auburn, IN 46706

Please make checks payable to: "TRA Guide"

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Request permission to be a member by clicking the ask button and adding your name to the pop-up form. An e-mail will be sent to the administrator (Jeff Krupp) to add you to the member list.

You will receive an e-mail notification once you have been added to the list. Please use images responsibly.

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[www.TriumphRegister.com](http://www.TriumphRegister.com)

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PEDAL TO THE METAL

# RACING A TRIUMPH

By Kathy Kresser



Imagine the wind in your hair with hands gripping the steering wheel and eyes focused ahead as you race your Triumph at top speed around the Nürburgring track in Germany. For insights not only into the racing business but what it was like a half-century ago, Robert (Bob) Johns, of Fostoria, Ohio, is an ideal spokesman. A fellow member of TRA (Triumph Register of America) and past forum speaker at TRA National Meets, Bob raced his Triumph in the 1950s in Europe and the United States.

EDITORS NOTE: Interviewing Bob was a delight. While he's low-key today, talk of racing puts an unmistakable excitement back into his voice. If he were to relive his experiences on the track, would he? "In a heartbeat! I loved racing and grew up working on cars and loved them. I enjoyed improving my performance as well as the machine." At the time he answered, he was sporting a smile from a hill climb competition in a borrowed Triumph, held last September at Dobson, North Carolina.

Bob Johns was born in Bradford, Pennsylvania, and began working in his father's auto repair shop at the age of twelve, which fueled his interest in racing. By age nineteen, he was full-fledged, fast-car crazy. In fact, he attended the last two original-course races at Watkins Glen in 1951 and 1952. These races instilled in him the auto racing fever, which had to be satiated.

"Watkins Glen, aka 'The Glen' is located near the town of Watkins Glen, New York, on the southern tip of Seneca Lake. Initially, the 6.6-mile course used public roads driving through the heart of the village with spectators lining the sidewalks. After a car left the road in the 1952 race killing one spectator and injuring several others, the race was relocated to a hilltop southwest of town. In 1956 a permanent circuit for the race was built. The track has been home to road racing of nearly every class, including Formula 1, The World Sportscar Championship, Trans-Am, Can-Am, NASCAR Sprint Cup Series and the IndyCar Series. The original course is listed in the New York State Register and National Register of Historic Places as the 'Watkins Glen Grand Prix Course, 1948-1952,'" according to Wikipedia.org.

Like "The Glen" many of the historic tracks in Europe have unusual courses and incorporate the characteristics of the surrounding landscapes which add to their importance. Plus, many of the best race car drivers in the history of racing have raced these courses.

Additional information was gleaned from the TR Register Forum and also data assembled by Jeffrey Kelley, TRA President. Thank you to those who posted this valuable collection of data.

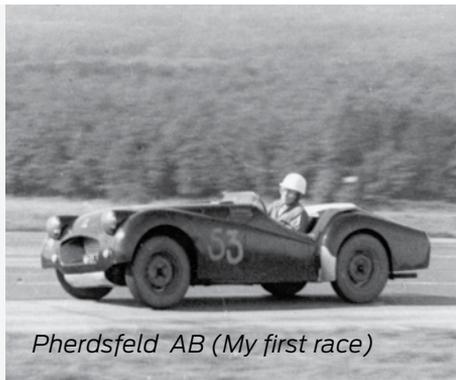
*"I loved racing and grew up working on cars and loved them. I enjoyed improving my performance as well as the machine."*



Bob enlisted in the Air Force for the Korean War in the fall of 1952 and was stationed near one of the greatest race tracks in the world, The Nürburgring. Situated in the village of Nürburg, Rhineland-Palatinate, Germany, it is about 43 miles south of Cologne.



*The Ring, race prep*



*Pherdsfeld AB (My first race)*



*The Ring before Monza*

### **RACING AT THE HISTORIC NÜRBURGRING**

The historic Nürburgring opened for racing in 1927 as a 14-mile twisty race track and a public toll road. The sheer size of this track commands respect. According to James Martin of Europe Travel Expert, "There were 172 corners so remembering the correct apex racing lane through each curve was next to impossible. Argentinean Juan Manuel Fangio set a lap record by 12 seconds on three consecutive laps to win the race in 1957:"

"Many racing enthusiasts think there will never be another race track like the Nürburgring or the 'The Green Hell' as dubbed by Scottish Formula 1 race car driver Sir John Young "Jackie" Stewart. Most of the bends are blind plus they tighten halfway through the curve.

Visitors may drive a 13-mile lap in their own car at racing speed by paying a fee," according to the "GoEurope" website article, "Driving Nürburgring Race Track on your Vacation in Germany" by James Martin, Europe Travel Expert.

"The 'Green Hell' or the revised 12.9 mile North Loop of the Nürburgring includes a 1,000 foot elevation change and is widely considered to be the most demanding and difficult purpose-built racing track in the world," notes from Wikipedia.org.

The on-line Sunday edition (10/14/2014) of news.bbc.co.uk, written by Cardi, featuring the 'Green Hell' states, The thrill and the danger of the course come from the fact that the track sits in a wet and mountainous region of western Germany."

The Nürburgring or "The Ring," as it is frequently nicknamed attracted Bob's attention. He purchased a 1949 MG-TC for racing club events and quickly learned that he needed something better and more powerful. Bob said, "The TC was a miserable thing to drive and it was difficult to drive it in a straight line. It was not very fast." The TC was sold to allow the purchase of a used 1954 Triumph TR2 long door with overdrive. The Triumphs were cheap and offered more speed. He commented he could not afford the Jaguars, Mercedes or Porsches.

Describing the track, Bob said: "The most riveting section of the Nürburgring was a place called the Fox Den (Fuchsroehre). It was a steep downhill into a sweeping right-hand uphill curve. If you had the stomach for it, you could get well over 100 mph at the bottom as you started the uphill curve. You drifted from the inside of the curve at the bottom to right against the outside of the curve as you went up the uphill. I was able to go flat out, but a faster car could not go down that hill flat out. The biggest pitfall was just prior to the Ex-Muehle/Adenauer Entrance half-way point. There was a stone bridge (Kallenhard) that you entered via a steep downhill, hard left-hand curve and then a hard left-hand curve immediately after the bridge. Your brakes were very hot at this point from the steep down prior to the bridge, so this made the curve very dangerous. The famous Italian Grand Prix driver Luigi Fagioli was killed during practice at that bridge while I was there. This changed in the total North Loop track revision that occurred as part of the dedicated F1 track being built. The dangerous places such as the stone bridge were removed.

Most people interested in the 'Ring' want to know about driving the Carousel (Karussel) corner. It was intriguing, but not particularly challenging. There was a long, rather steep hill just prior to the Carousel, thus your speed was not great. At the Carousel, it was on your left and one turned hard left and dropped the car into the groove. At the end, the car was shot out of the groove, like at the end of a



*112 mph on wet pavement Flying Mile, near Mainz Germany (2nd fastest, only XK120 faster by 1 mph)*



*New and old TR*

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Monza Driver's School

snapped rope. The down forces caused the car to bottom on the limiters.”

### EUROPEAN RACING

After practicing on the Nürburgring, Bob entered local races. He was so dedicated to racing that he sacrificed other comforts in life to race at the “Green Hell.” Tires would last 10-12 laps, leaving Bob to drive on bald tires until payday. At this point, the Belgium factory S.A. Imperia built for Bob a 1955 Triumph TR2 from a wrecked Triumph that Bob purchased. He honed his racing skills with attendance at the Swiss Auto Racing Club driving school in Monza, Italy, where he received a rating of “excellent.” Bob said, “The best part of the Monza track was the famous high banked curve - not difficult, just fun.” Of the Nürburgring and Monza tracks, he said “There is no comparison. Monza is rather simple and it was nice to be there just because it was ‘Monza’. The Nürburgring is much longer and includes 73 curves.”

“The Autodromo Nazionale Monza sits within the Royal Villa of Monza Park in a woodland setting. Monza was built in 1922, modified in 1955 for the addition of a high-speed track with a circuit of 6.2 miles including two banked curves,” according to the “Monzanet.it” website and Wikipedia.org.

Powerful best describes the intensity of Bob’s dedication to racing in combination with a strong competitive spirit. He considers himself fortunate to have found a balance between the risk and the thrill; thus, racing came easy to him. He said, “The exhilaration to go fast and push through corners faster than it makes sense is an over-the-top sensation. Successfully rounding that corner faster than your competitor is exactly what you want to do.”



1955 TR2 (before Imperia rebuild) with Roger Barr (Chassing Classics Cars show)



1955 TR2 (after Imperia rebuild)



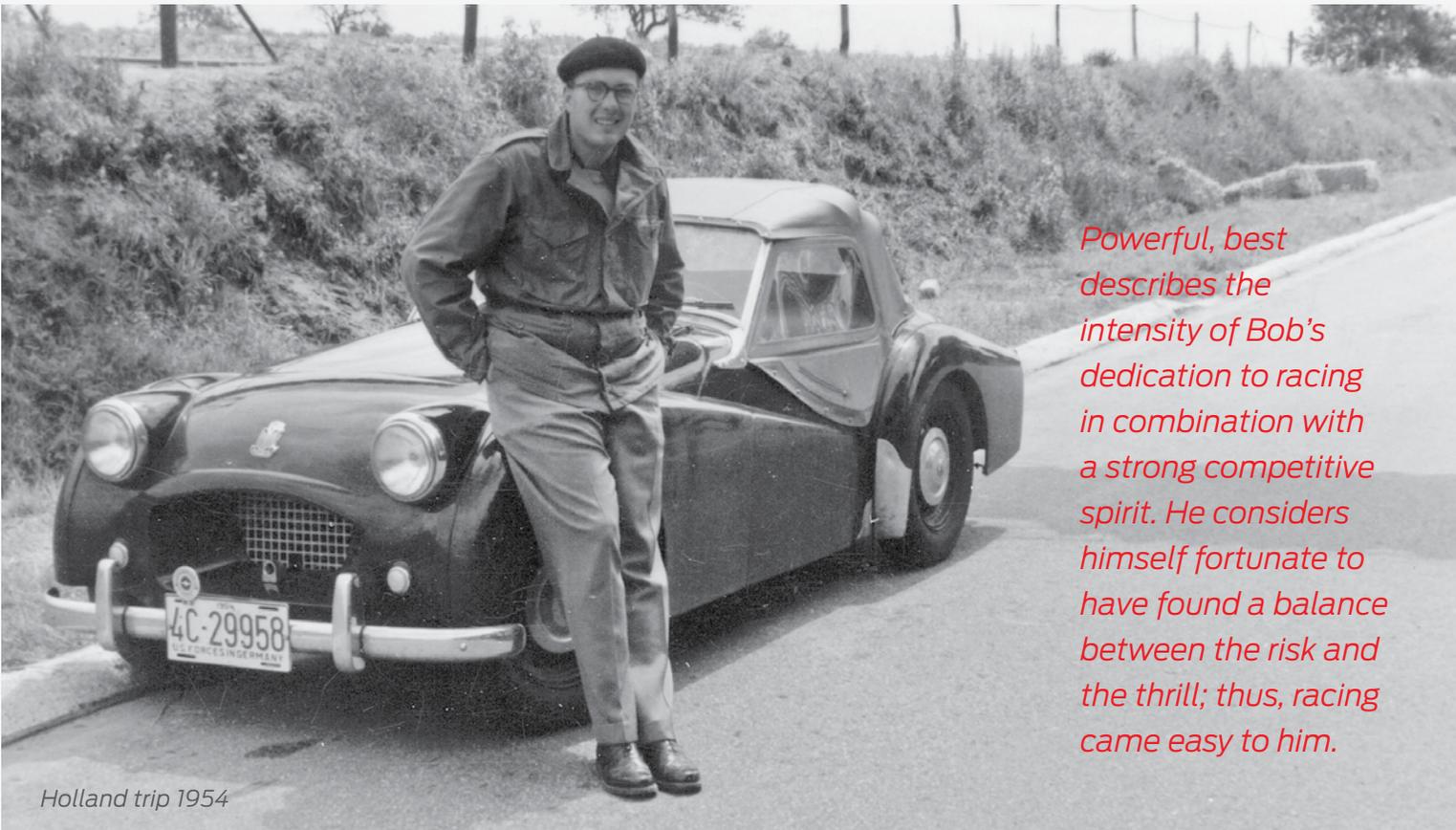
1957 Sebring award presentation, Ken Richardson (far left)  
Bob Johns (center), Allen Bethel (receiving award)



Armed Forces Day Race



LeMans 1954



*Powerful, best describes the intensity of Bob's dedication to racing in combination with a strong competitive spirit. He considers himself fortunate to have found a balance between the risk and the thrill; thus, racing came easy to him.*

Holland trip 1954

Compiling an enviable record in the European motor sports world during his three-year stint with more than 25 events, Bob scored several important victories including first place finishes in the:

- Eifel Motor Sports Club's annual lap times (Nürburgring course)
- Landstuhl Air Force Base Road Races
- Sembach Air Force Base Road Races

in addition to other second and third place victories. Bob would have entered more racing competitions; however, his assignment as weapons specialist with the Air Force was very demanding and included considerable travel keeping him away from his home base for months at a time. On a temporary assignment to the Munich area, he drove the MG-TC. "It was an interesting trip to travel so far in that "leaking little thing" according to Bob.

"The Eifel Motor Sport Club started in 1954 as the Bitburger Sports Car Club. In 1955 the name was changed to Eifel Motor Sports Club and exists today," according to the Eifel Bitburg Motor Sports Club eV webpage.

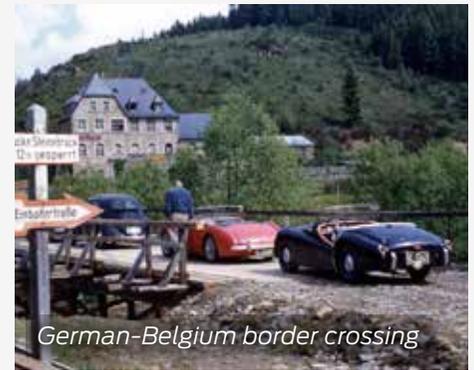
The challenge of the tracks in Germany and elsewhere in Europe and the United States stayed with Bob. He mentioned the Air Force Base races were routine, nothing exceptional. However, the other tracks like the Nürburgring required skill and he felt he was constantly pushing the envelope at driving speeds over 110 mph. Bob commented, "I always raced with the speedometer disconnected. The tachometer red line of 5000 rpm was the control.

In one of the later races in Europe I managed to pull off an unusual stunt. I was quite pleased. The race was sponsored by the Hesse Motor Sports Club (a local club) and AVD (a national club, Automobilclub von Deutsche) on a new, unused air base. On the way to the race, I felt a problem with my car. I found the right rear shock had completely failed; no bounce control at all. I considered the situation and decided to race in spite of this issue. I got off to a bad start due to an improper starting-flagman procedure. After I did get started, the hood of my car lifted up two or three inches on the left front side. This race was the only one where I was receiving assistance from the Triumph importer to Germany. The importer insisted on having his mechanic check under the hood. The mechanic failed to fasten the Dzus on the left front corner. As a result, I had to take it easy at first to see what the hood was going to do. Nothing happened, so I put my foot to the floor and started racing. I did some passing and moved into a better position. Then I started to run out of laps and needed to take immediate action. I came up to a line of cars, following a new two-liter Fiat V8. This line of cars was following the normal race line. Being an air field, the road (taxi strip) was very wide. There was a downhill section, ending in a 90-degree left turn. I poured it on in the downhill section, passed to the left of the line of cars and drove my car into the left-hand curve, ahead of the Fiat. I pushed my car all I could, beating the Fiat to the finish line. I had raced against the Fiat driver previously, when he was driving an older Fiat. He had just purchased this new V8 Fiat. Needless to say, he was not happy.

In a race at Fort Sumner, New Mexico, I was being pushed by a competitor driving an aluminum-bodied Morgan. I made up my mind that either he was going to have the guts to stick with me or not. I pushed my skill and car to the very outermost edge on a series of curves that were very narrow and sloped the wrong way and it shook the other driver, forcing him to back off. This driver approached me after the race and said, 'I have never been beaten by a Triumph.' These things are what I remember and enjoy the most from those racing days."

## **BOB RETURNS TO THE UNITED STATES**

Back in the United States with a strong endorsement from the Triumph importer in Germany, Bob needed and obtained a racing license from SCCA (Sports Car Club of America) to continue his racing pursuits in Roswell, New Mexico. He entered every race within a reasonable distance. Bob secured a first-in-class and second



German-Belgium border crossing



European racing

*"...I was being pushed by a competitor driving an aluminum-bodied Morgan. I made up my mind that either he was going to have the guts to stick with me or not. I pushed my skill and car to the very outermost edge on a series of curves that were very narrow and sloped the wrong way and it shook the other driver, forcing him to back off. This driver approached me after the race and said, 'I have never been beaten by a Triumph.'"*

place overall in the Hill Climb at Los Alamos, New Mexico. He had two second-place finishes at the Fort Sumner races.

### **CAROL SHELBY AND DOROTHY DEAN**

“American Carroll Shelby, race car driver and best known for his work with the AC Cobra and later the Shelby Mustangs of Leesburg, Texas, won the Fort Sumner, New Mexico, race in 1956 driving a 4.5 Ferrari with American co-driver Temple Buell. This same year Shelby was named Driver of the Year by Sports Illustrated (also in 1957). Shelby is known for this statement given to a TV cameraman, ‘Yesterday’s history. Tomorrow’s a mystery. So live for today;’” according to Wikipedia.org.

Bob met Carroll Shelby in 1960 at the SCCA National Elkhart Lake Race. Bob had the opportunity to meet racers and attend racing events when his engineering assignment involved designing and testing spark plugs as the Autolite Project Engineer for racing spark plugs.

The Hill Climb is another racing event that challenges the very core of every driver according to Bob. At the Los Alamos Hill Climb, he practiced the entire day prior to the race. He said, “It is the combination of knowing your car and being able to fine tune it and at Los Alamos adjust for the 10,000 foot elevation. I practiced and practiced the hill; I adjusted and re-adjusted the tuning. When I ran the hill climb, I only went up one time because my time was so good that the timer said wait and see if anyone comes close to your time.

I borrowed a Triumph at Dobson, North Carolina, to run the hill climb. This was totally different from what I experienced in my earlier days. First, I didn’t know the car, the transmission was different for me and I didn’t want to punish a borrowed car. It was purely a fun drive. I ran the hill twice and knew it would take more runs to improve my time. I did enjoy it tremendously and it reminded me of my racing days.”

In 1956, much to Bob’s surprise, he received a call from Dorothy Deen, the West Coast importer, asking him to race her modified Triumph in the coast races. Bob was unable to obtain leave he had to pass on this opportunity.

“Dorothy Deen of Southern California imported the Doretto sports car as well as the Triumph sports cars for the Western half of the United States. Deen had a passion for these sports cars and she promoted them wherever she went. She loved the sports world of cars, clubs, rallies and races. She quickly became a favorite of the local and automotive press and was a welcomed fixture at races. As an attractive blond, she was featured in some of the Triumph ads,” based on postings on the Triumph Register Forum.

### **12 HOURS OF SEBRING MARCH 1957**

Discharged from active duty in 1956, Bob had returned home when Alan Bethel, President of Standard-Triumph-USA, contacted him. Bethel was assembling a team for the Triumph factory to compete in the only International Sports Car Race in the United States at that time, the 12 Hours of Sebring Endurance Race scheduled for March 1957. Bethel offered a place on the team and Bob accepted.

Sebring was the most prestigious race in Bob’s racing career. He said there were many name-brand drivers at Sebring as the race was gaining in worldwide prominence. Famous drivers at Sebring included: Jean Manuel Fangio, Eugenio Castellotti, Stirling Moss, Jean Behra, Peter Collins, Carroll Shelby, Roy Salvadori, Geiorgio Scarlatti, Harry Schell, John Fitch, Alfonso de Portago and many others. During the medical examination portion at Sebring, the guy behind Bob was Juan Manuel Fangio. Bob excitedly said, “I could not believe it. I watched Fangio race in Europe. I appreciated his talent and then to be at Sebring with him – it was pretty thrilling for this kid.”

Fangio and co-driver Frenchman, Jean Behra, won the Sebring race this year driving a Maserati 450S by just over three seconds. Fangio and Behra were among the greatest drivers in the history of racing.

Bob said, “Sebring was special just being part of the international scene and competing with the best drivers and cars the world had to offer. Sebring is raced in three hour shifts. My co-driver ran the first shift. I took over for the second shift and then drove the last three hours as it was getting dark. The Sebring race course was a flat, rather uninteresting track with a couple of challenging curves when I raced. It was fun technically out-driving cars of similar ability, i.e. MGAs. But, there was very little opportunity to compete for a curve due to the number of fast cars on the track forcing slower cars to hug the side of the road missing the apex of the curve. I constantly checked my rear view mirror. It was a test of the ability and durability of the cars. My Triumph had a light feeling and was very fast. I thought the American factory cars prepared for Sebring with full windshields and steel hard tops had some speed issues.





*Sebring 1957 paddock. Bob Johns bottom row, second from right.*



*Sebring 1957 paddock. Bob Johns and co-driver the late Mike Rothschild drove car #34*

One other excellent point worth sharing and that was the saving grace of the disc brakes. They were great and a huge improvement over the drum brakes. I had fun out-braking other cars throughout the race. BMC (British Motor Corporation) had a team of streamliner 100S Healeys at the race. During the night, one of these very fast Healeys came up on me as I was approaching the end of the longest straight. I was quite sure I could out-brake him, so I took both of us as deep as I could and hoped I would make the corner. I braked hard and took the corner quite normally. The Healey driver could not slow enough and went straight off the curve into the weeds.”

Bob and co-driver the late Mike Rothschild were in the Grand Touring 2000 Class 7 II for the Sebring race. Finishing first-in-class driving car number 34, a 1957 Triumph TR3, and 19<sup>th</sup> overall was quite an accomplishment. Johns is believed to be the last surviving member of that Sebring racing team.

“Juan Manuel Fangio, of Buenos Aires, Argentina, actively raced from 1950 to 1958. He had five championship wins including the 1957 12 Hours of Sebring driving for the Maserati team.

Fangio (co-driver Eugenio Castellotti, Italian) took first with a Ferrari 860 Monza at Sebring the previous year (1956). Fangio defected from Ferrari to Maserati in 1957,” according to Wikipedia.org.

“The Sebring track opened in 1950 in south Florida with an initial six-hour race on New Year’s Eve. The next race held 14 months later was the first 12 Hours of Sebring which made the history books in March 1952. It is second only to the Le Mans in international prestige. The race is conducted in “around the clock” action with the start of the race during the day and the finish at night. In the beginning, the Sebring circuit used the former Hendricks Field airport runways with narrow, two-lane service roads. Today, the Sebring track is the oldest road racing track in the United States and hosts the demanding 12 Hours of Sebring on the third Saturday of March every year,” according to Wikipedia.org.

“General Motors brought the Corvette Super Sport SS to the 1957 Sebring race for its shakedown. It performed extremely well in the practice runs when Fangio was allowed three courtesy laps,” according to Sports Car Digest on-line.

American driver Mike Rothschild raced from 1953 to 1968. His achievements included one overall win, two second place finishes and three third-place finishes with additional class wins,” according to the Racing Sports Cars website.

Auto racing was and remains an inherently dangerous sport with many fatalities. The crash at LeMans in 1955 is considered by many to be the worst racing accident. “It was the crash that changed racing forever. More than 80 spectators were killed (120 spectators injured) along with the driver Pierre Levegh. Mercedes withdrew from motor sports. Switzerland banned auto racing,” from Road and Track magazine on-line.

An excerpt from Wikipedia.org: “At the end of Lap 35, Pierre Levegh was following Mike Hawthorn’s leading Jaguar D-type, just as they were entering the pit straight. Hawthorn had just passed Lance Macklin’s slower Austin-Healey 100 when he belatedly noticed a pit signal to stop for fuel. Hawthorn slowed suddenly in an effort to stop rather than make another lap. Hawthorn’s Jaguar, with the new disc brakes, could decelerate much faster than other cars using drum brakes, such as Levegh’s Mercedes. The sudden, unexpected braking by Hawthorn caused Macklin in the Healey to brake hard, throwing up a small cloud of dust in front of Levegh, who trailed close behind. Macklin then swerved across the center of the track, attempting to re-pass the slowing Jaguar, but also apparently out of control. Macklin had not noticed Levegh or Juan Manuel Fangio approaching rapidly from behind. Levegh did not have time to react. Levegh’s car made contact with the left rear of Macklin’s car as he closed (at about 150 mph) upon the slowed car.

When Levegh’s Mercedes hit Macklin’s Austin-Healey from behind, Levegh’s car became airborne, soaring towards the left side of the track, where it landed atop the earthen embankment separating spectators from the track itself. The car struck the mound at such speed and angle that it was launched into a somersault, which caused some parts of the car to be flung from the vehicle at very great speeds including the bonnet and front axle. The bonnet decapitated tightly



*Bob and co-driver the late Mike Rothschild were in the Grand Touring 2000 Class 7 II for the Sebring race. Finishing first-in-class driving car number 34, a 1957 Triumph TR3, and 19<sup>th</sup> overall was quite an accomplishment. Johns is believed to be the last surviving member of that Sebring racing team.*



jammed spectators like a guillotine. With the front of the space frame chassis destroyed, the car's heavy engine block broke free and hurtled into the crowd. Levegh was thrown free of the tumbling car, his skull was fatally crushed when he landed.

As the somersaulting remains of the Mercedes decelerated, the rear-mounted fuel tank ruptured. The ensuing fuel fire raised the temperature of the remaining Elektron bodywork past its ignition temperature, which was lower than other metal alloys due to its high magnesium content. The alloy burst into white-hot flames, sending searing embers onto the track and into the crowd. Rescue workers, totally unfamiliar with magnesium fires, poured water on the inferno, greatly intensifying the fire."

I asked Bob about the risks of racing, "The danger did not scare me. I was young, invincible and unconcerned. I simply did not worry about it. However, I do agree the period of time I raced was very dangerous.

The Europeans did not wear seatbelts. Being on the Air Force base I had access to wide belts. I fashioned them into a 'seat belt' because the Triumph TR2 and TR3 seats were not very supportive. These belts held me in place as I pushed through the corners. There were no roll bars. In fact, I never raced with a roll bar. There were helmets if that offers any assurances.

I saw the wreckage of the first fatality at Sebring during the 1957 race. It occurred in the third hour of the race when American driver Robert Goldich lost control of the Arnolt-Bristol he was driving. It was an insanely dangerous racing period.

In an earlier race I did veer off course in a practice run. There were more close calls than I like to admit. In New Mexico, I pushed so hard in a race that I was very close to losing the car. Ten years later, safety equipment arrived on the racing scene."

After his racing feat at Sebring, Bob Johns gave up his helmet and took advantage of the GI bill to earn a mechanical engineering degree from Tri State University in Angola, Indiana. Bob put it simply, "I didn't have the money for racing in the United States. I could not compete at that level. In Europe, it was easy enough to handle racing on the wages I earned. Although I never was paid to race, I did have a few favors extended to me. For example tires from Continental could be purchased at a very reasonable price. In the United States, drivers arrived at the track with nice uniforms and their race cars on a trailer. I was still in the mode of driving to the course, removing the windshield, installing the racing screens and driving home. It was time to quit. I had to decide what to do with my life."

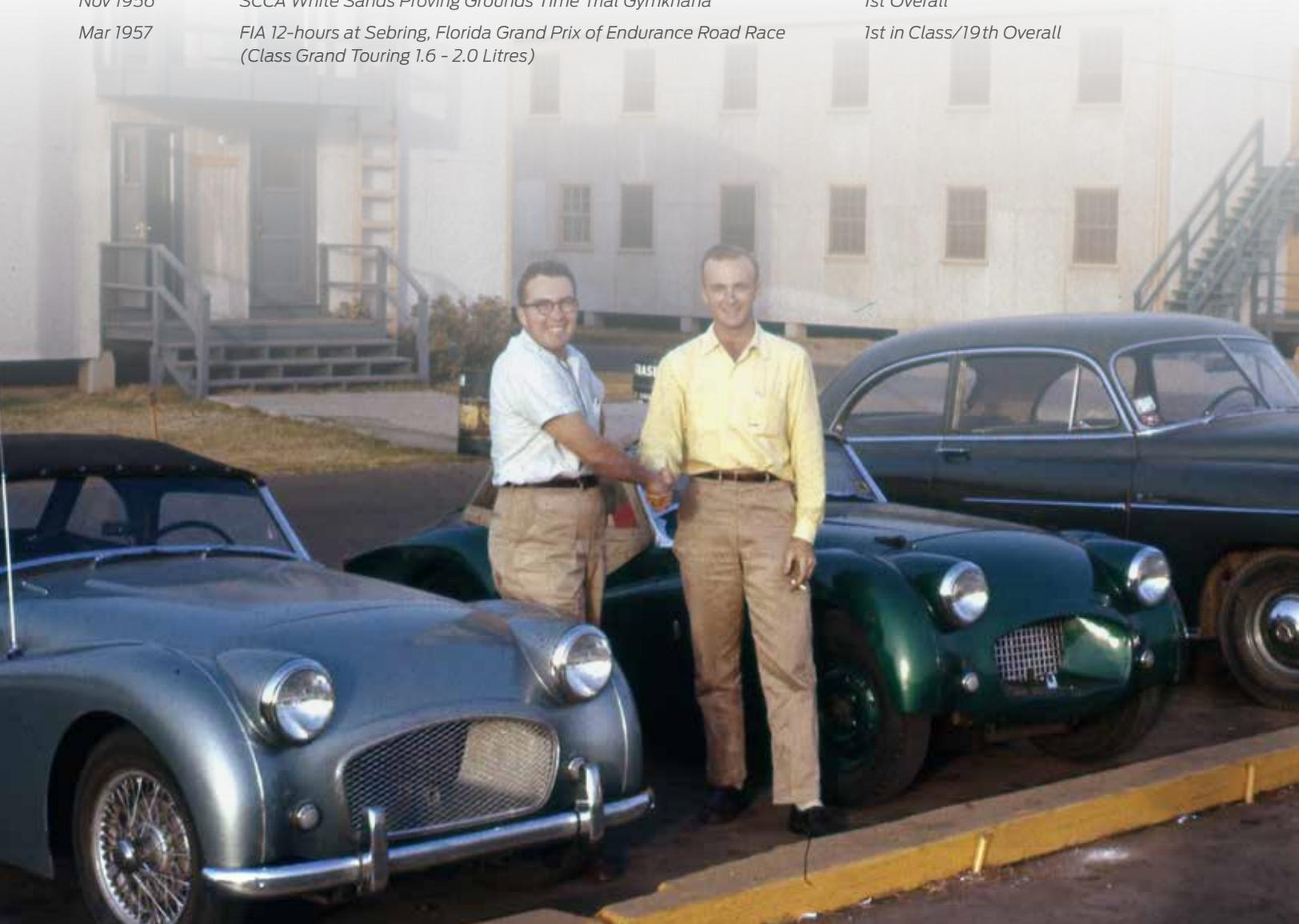
Bob did retain his racing cars for a time after he stopped racing. But, like many other sports car owners, once marriage and children arrived, the cars were sold.

According to Bob, "the dynamic of racing is hard to describe. Most people have no concept of what it entails." After he started working at Ford Motor Company, his cohorts could not imagine him racing. Bob made it clear as to what racing meant to him when he said, "Racing was absolutely the most thrilling time in my life. It is a very unique experience in a field where many others did not survive."

Thank you, Bob, for taking the time to share this portion of your life.

## ROBERT JOHNS EUROPEAN AND USA RACING HISTORY

|             |   |   |
|-------------|---|---|
| August 1955 | BSCC Gymkhana   | 2nd Overall   |
| Sept 1955   | BSCC Hill Climb, Eschternach, Luxembourg  | 2nd in Class (up to 2000cc)   |
| Sept 1955   | HMSC Pherdsfeld AB, Germany   | 5th in Class (up to 2000cc)   |
| Fall 1955   | HMSC - Flying Mile Trials at Mainz, Germany   | 1st in Class (up to 2000cc)<br>2nd Overall (112mph)                       |
| Oct 1955    | EMSC Annual Nurburgring-Eifel Rallye  | 3rd Place Overall   |
| Oct 1955    | EMSC 1st Place Class E (2000cc)   | 1st Overall in the annual lap time record on the Nurburgring Nordschleife |
| Dec 1955    | HMSC International SCC Hill Climb, Germany  | 2nd in Class (up to 2000cc)   |
| Spring 1956 | Swiss Automobile Club Racing Drivers School, Monza Italy (completed and received Certificate of Excellence)   |   |
| May 1956    | HMSC Landstuhl Germany Air Force Base Road Races  | 1st in Class (Class E/2000cc)   |
| May 1956    | HMSC Sembach Germany Air Force Base Road Races (2 races which included the large displacement cars)   | 1st in Class / 3rd Overall  |
| July 1956   | HMSC Buchel Germany Sports Car Races<br>During this time, continued military service duty, was in Europe or away from base operations for over 7 mos. (5 mos. in North Africa), then returned to U.S.A. | 1st in Class (up to 2000cc)   |
| Oct 1956    | SCCA Regional Sports Car Races (Ft. Sumner N. Mex) Class E  | 2nd Place (25.6 mile race)<br>2nd Place (75 mile race)                    |
| Oct 1956    | SCCA Albuquerque SCC Hill Climb (Los Alamos N. Mex, Duke City Hill)   | 1st in Class (E Production)<br>2nd Overall                                |
| Oct 1956    | Pecos Valley Sports Car Club Photo Rally  | 2nd Overall   |
| Nov 1956    | SCCA White Sands Proving Grounds Time Trial Gymkhana  | 1st Overall   |
| Mar 1957    | FIA 12-hours at Sebring, Florida Grand Prix of Endurance Road Race (Class Grand Touring 1.6 - 2.0 Litres)   | 1st in Class/19th Overall   |



# TRA Membership Update

From Tonda Macy, TRA Treasurer & Membership Chair  
Tonda@MacysGarage.com



## HAPPY NEW YEAR EVERYONE!

As TRA's new Membership Chairperson I wanted to welcome our newest members and also offer my sincere apology for taking so long to send their new member packets to them, following the 2014 National Meet.

Some of the TRA family may know this and most do not know that Mark, my husband, went into the hospital on December 5, 2014, and had open heart surgery on December 9th (five bypasses).

Mark was released from the hospital on December 14th and is recuperating at home. He is doing very well, but my top priorities have been taking care of him and running our business. Unfortunately, there are only so many hours in a day, and the TRA business unfortunately need to fall to a lower priority.

## OUR NEWEST TRA MEMBERS

It is my pleasure to welcome the following new members to the TRA family:

Ron Bayler

Wyndell Burden

David & Monica Cochran

Tim Davis

Mike Piggott

Matthew Sherr

David Stuckey

## ATTENTION!

### ALL MEMBERS UPDATED VEHICLE RECORDS NEEDED

When I took over membership duties in September, we did not have any vehicle information. It got lost at some point and I am now trying to rebuild it.

So I have a request for everyone, when you send your membership renewal form and check, please fill out the form completely.

Please don't assume that we already have all of the information in our files. I also request that you send a renewal form even if you have your bank write the check.

In order to speed up the rebuilding of our records, please email me your vehicle information at any time. My email can be found in the red box at the top of this article.

Thank you for your assistance in rebuilding the club vehicle records.

## PLEASE CONTACT ME WITH ANY CHANGE OF ADDRESS INFORMATION

Please remember to email or phone me when your address changes. This will ensure that you will continue to receive your TRA Newsletter in a timely manner. Here is my contact information: Tonda@MacysGarage.com or 937/266-1832.





## TIME, TIDES & TRIUMPHS

# TRA 2015 NATIONAL MEET SOLOMON'S ISLAND MARYLAND

JUNE 16-19, 2015

HOST HOTEL: HOLIDAY INN CONFERENCE CENTER  
& MARINA SOLOMON'S ISLAND, MARYLAND

Solomon's Island, Maryland is where Time, Tides, & Triumphs will meet on June 16-19, 2015. Solomon's Island is on the southern tip of the Calvert County Peninsula across the Patuxent River from St. Mary's County and the Patuxent River Naval Air Station.

Solomon's Island was once the world's leading oyster supplier. Shipbuilding flourished as workboats were needed for oystering, crabbing, and fishing. Although they are fewer today, Chesapeake Bay watermen take great pride their way of life and can still be seen setting out from their docks at daybreak.

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## TRIUMPH RELATED EVENTS DURING NATIONAL MEET

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### CONCOURS/PARTICIPANTS' CHOICE CAR SHOW

The Show will take place on the Holiday Inn Conference Center & Marina Parking lot. Concours Judging for TR2-4A. Participants' Choice for TR2-TR8 including all other Triumphs.

### SELF-GUIDED TOURS (see below)

Driving directions will be available in the TRA 2015 booklet.

### FUN RALLY

Takes place on the Calvert County peninsula just north of the Holiday Inn. Driving will be through the rural wooded back roads of the county. Possible visits during the drive are: Battle Creek Cypress Swamp, Cove Point Lighthouse, and a winery or two. Be prepared to answer some not so tricky questions! Expect the rally to run 1.5 hours for approximately 40 miles.

### POKER RALLY

The Poker Rally takes you across the Patuxent River into St. Mary's County and across the county to the Potomac River. Once into St. Mary's, the rural roads take over. There are poker card stops at: the information center, a country antique store, an old country food/lunch store, a lighthouse museum, and a marine museum.

### FUNKANNA / WELCOME PICNIC

The Funkanna will take place during the Welcome Picnic at the Jefferson Patterson Museum/Park. During the Funkanna, you may catch a fish...or even a crab...with more to come.

### TRIUMPH PHOTO, MODEL, OR CRAFT CONTEST

Do you have a favorite Photo, Model, or Craft that you would like to display? Why not enter your creation into this contest to see how it stacks up to other talented guest entries?

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## JUST A FEW HISTORIC SIGHTS TO SEE ON SELF-GUIDED TOURS

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### ST. MARY'S CITY

This historic city is a museum on the site of Maryland's first capital. Decades of research are the foundation of living history exhibits assembled across the landscape. At water's edge, take in a pristine view of the St. Mary's River and step aboard the tall ship Maryland Dove. In Town Center, tour a mercantile stocked with colonist coveted items, visit the woodland Indian Hamlet and see how the indians lived off the land. Approx. 30 minute drive after crossing the Patuxent River.



### CALVERT MARINE MUSEUM

A combination of prehistoric past, our natural environment and our marine heritage come together. Relocated Drum Point Lighthouse is on site for touring. Historic Lore Oyster Packing House is a short walk down Solomon's. Watch actual fossils being prepared for viewing by volunteers. See a collection of Chesapeake Bay Work Boats used for fishing, oystering, and crabbing. View living displays of Chesapeake Bay wildlife. Located approximately 1 mile south of Holiday Inn.



### COVE POINT LIGHTHOUSE

In 1827 Congress apportioned \$5685 to build this Chesapeake Bay lighthouse. Mariners had convinced Congress to build it closer to the mouth of the Patuxent River at Cove Point rather than 6 miles south at Cedar Point. In 1892 the lighthouse was moved back 16 feet due to eroding shoreline. The lighthouse became automated in 1986 and in 2011 the keeper's dwelling was converted to a weekly vacation rental facility. Open daily. Only a few miles north of the Holiday Inn.



### SOTTERLEY PLANTATION HISTORIC LANDMARK

Overlooking the scenic Patuxent River and shoreline, tour attractive gardens and picturesque rolling country. Architecture features the 1703 Plantation House, restored 1830's slavequarters, and many outbuildings. Guided and self guided tours are available.



### JEFFERSON PATTERSON MUSEUM/PARK

Jefferson Patterson was a diplomat that served in many countries for the USA. When on leave from his diplomatic duties, he spent his time on Point Farm located on the Patuxent River. Upon his death, his wife Mary realizing the historical and archaeological value of the site, donated Point farm to the state of Maryland in 1983. Only 1% of the archeology has been unearthed to date.



### PINEY POINT LIGHTHOUSE

In 1835 when Congress apportioned \$6000 to build the lighthouse. The lighthouse is located on the Potomac River. Several presidents, including Teddy Roosevelt used the area as a getaway retreat. After WWII, a German U-boat was used for target practice off the point and sunk there. The museum is open daily and the lighthouse museum is a stop on our Poker Run. Located approx. 45 minutes from TRA hotel.

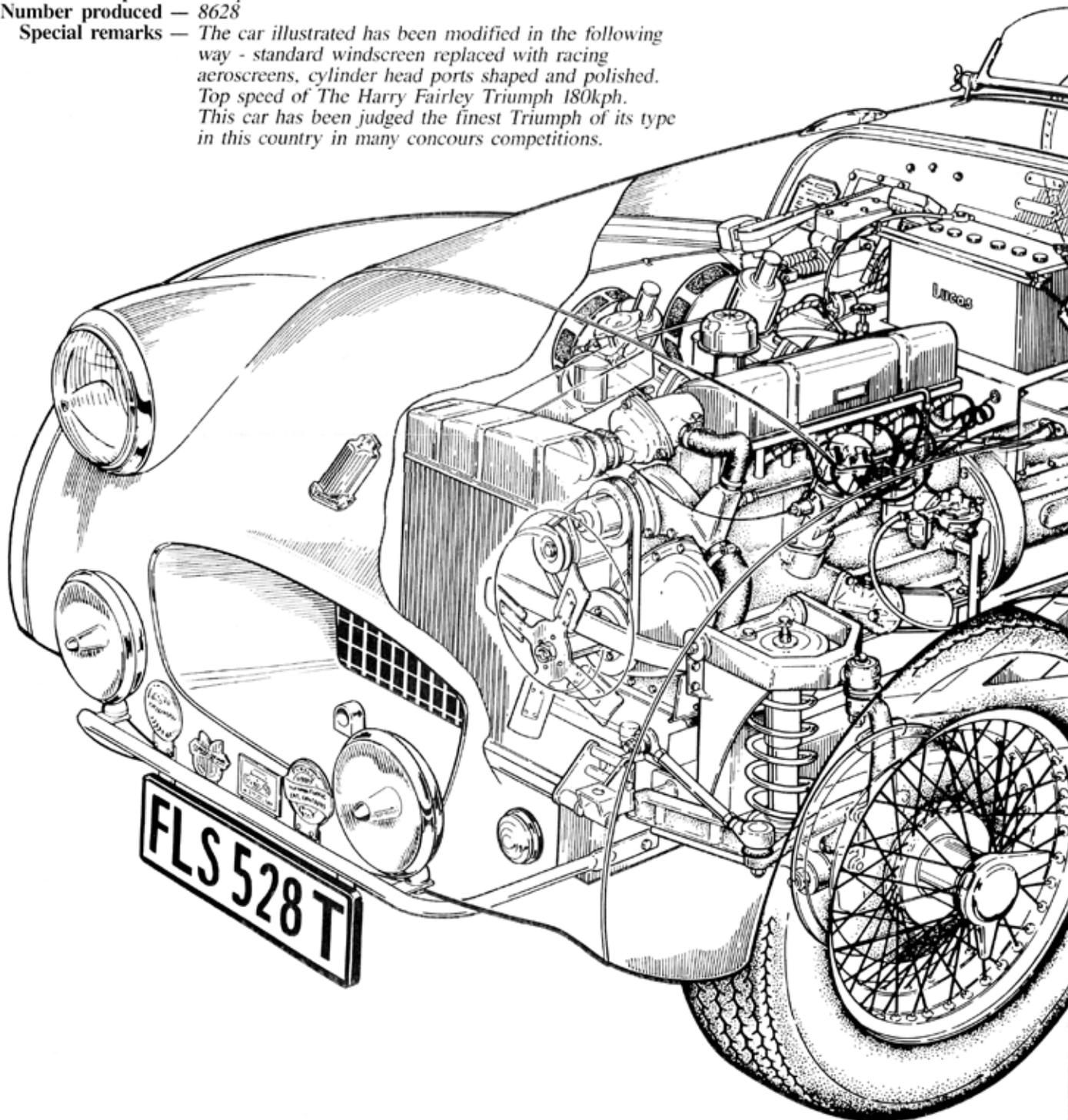
### ANNMARIE'S SCULPTURE GARDEN

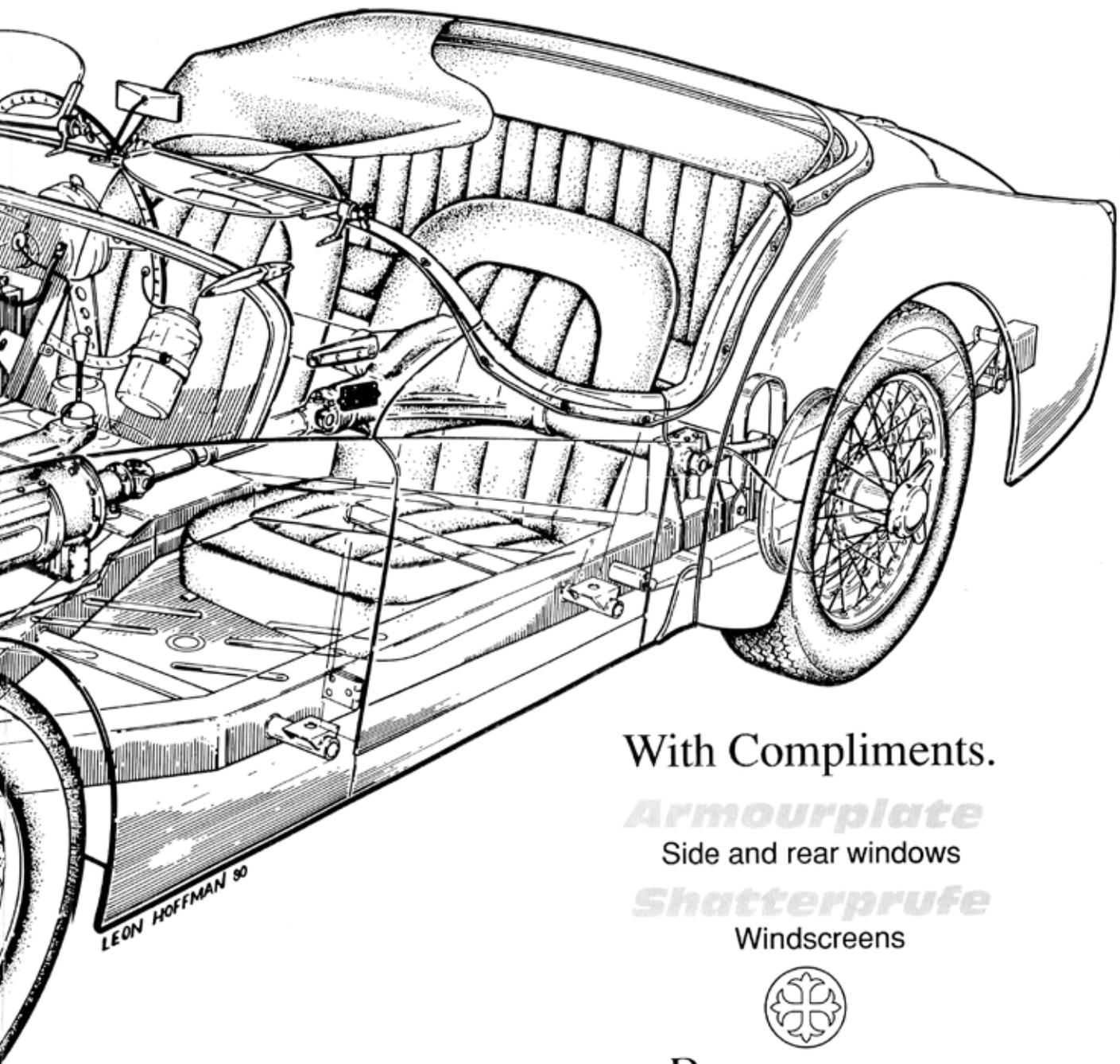
A tour and light fare for the ladies during the car show of this wonderful sculpture garden. Enjoy a walk in the gardens, art exhibits within the fantastic building, famous fairy display, and shop!

## The Pilkington Shatterprufe Classic Car Series - No. 1

### THE 1953 TRIUMPH TR2

- Owner** — *Harry Fairley*  
**Country of origin** — *United Kingdom*  
**Engine** — *Straight four - 83 x 92mm, 1991cc pushrod ohv, twin SU carburettors - 90bhp at 5000rpm.*  
**Gearbox** — *Four speed manual - optional overdrive.*  
**Chassis** — *Steel with separate body - front suspension independent by coil springs, wishbones and dampers - four wheel drum brakes hydraulically operated.*  
**Body type** — *Open two seater with detachable hood.*  
**Dimensions** — *Wheelbase 224cm - front track 114cm - rear track 116cm.*  
**Maximum speed** — *160kph.*  
**Number produced** — *8628*  
**Special remarks** — *The car illustrated has been modified in the following way - standard windscreen replaced with racing aeroscreens, cylinder head ports shaped and polished. Top speed of The Harry Fairley Triumph 180kph. This car has been judged the finest Triumph of its type in this country in many concours competitions.*





With Compliments.

*Armourplate*

Side and rear windows

*Shatterprufe*

Windscreens



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## 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.

### FOR SALE 1953 TR2 - \$10,000 (OBO) TS 179 L

History of the car: This 1953 TR2 was purchased in Bern Switzerland in 1969. The owner stated that his brother raced it in Europe and won many races. I have no proof of this, but it should be noted that the trunk (boot) and the front hood are aluminum. I am told that only sponsored cars were fitted with aluminum hoods.

I spent the summer touring Switzerland and France in this TR2. It was shipped by truck to Antwerp Belgium and shipped by sea to New Orleans in 1970. Today the car is in Washington State and has been shielded from the elements. There is only surface rust present. The two front fenders are not original to this car...they were found in Middlesex England.

INTERESTED? Send me an email at:  
jasonridgley52@gmail.com

I look forward to selling this car to someone who will get it back on the road. Jason Ridgley.



### FOR SALE: TRIUMPH ORIGINAL SALES BROCHURES

Showing all Triumph models, interiors and features for the year. 1956-67 - \$30 ea. year/1963-76 - \$18 ea. year. Add \$4.95 shipping. Please specify year, model. Literature, manuals for other Triumph models plus all cars/trucks, worldwide. Interested? Call or write: Walter Miller 6710 Brooklawn, Syracuse, NY 13211, 315-432-8256 or www.autolit.com

### TR KEYS CUT TO CODE

American key blanks \$10.00 ea., un-cut American key blanks \$4.00 ea. Wilmot Breeden keys need key code number & head shape desired. See web page; www.britishcarkeys.com. Contact Pete Groh, 9957 Frederick Rd., Ellicott City, MD 21042, 410-750-2352 or 410-966-8432 petegroh@yahoo.com

### MANUALS FOR SALE

- Factory Issued Triumph Service Manual for TR2/TR3, 420 Pages, \$49.95
- Aftermarket TR2/3 Shop Manual \$34.95
- Factory Parts Manual, 369 pages; \$37.95
- Haynes Manual for TR2-4; \$34.95
- How to Restore Manual for TR2-3; \$49.95
- Plus, many TR history books also for sale.

Interested in any of the above publications please contact:  
Alex Voss at (206) 721-3077 or visit: www.books4cars.com

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## InTResting Classifieds

### CONSTANT VELOCITY DRIVESHAFT

FOR TR4A IRS, TR250, TR6 AND STAG



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claire@scparts.co.uk  
www.scparts.co.uk

IMPROVED DRIVE SHAFT DESIGN  
with maintenance-free velocity joints.

Driveshaft complete with wheel hub - improved version with constant velocity joints and ball bearing sliding shafts. modern, double-row ball bearing, maintenance free, runs much smoother than tapered roller bearing free of clearance thus no adjustment necessary.

- Longitudinal shift enhanced due to a special joint to the differential gear.

Triumph TR4A IRS, TR5/250, TR6  
Part no. 496667 - GBP 530

**£530**

- Longitudinal sliding with reduced friction due to a roller bearing.
- The constant velocity joint transmits the rotary motion absolutely steady: a significant difference to knuckle joint.
- Rear axle deflections puts no strain on the drive train, thus the rear suspension reacts smoother.
- No undesired steering of the rear axle when the rear springs are compressed.

Triumph Stag (1970 - 77)  
Part no. 325183 - GBP 590

**£590**

### TR KEYS CUT TO CODE

American key blanks \$10.00 ea., un-cut American key blanks \$4.00 ea. Wilmot Breeden keys need key code number & head shape desired. See web page; [www.britishcarkeys.com](http://www.britishcarkeys.com). Contact Pete Groh, 9957 Frederick Rd., Ellicott City, MD 21042, 410-750-2352 or 410-966-8432 email: [petegroh@yahoo.com](mailto:petegroh@yahoo.com)

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Plus, many TR history books also for sale, interested in any of the above publications please contact: Alex Voss at (206) 721-3077 or visit: [www.books4cars.com](http://www.books4cars.com)

### PROTECTIVE LEATHERETTE BAGS FOR TR2 THRU TR3B

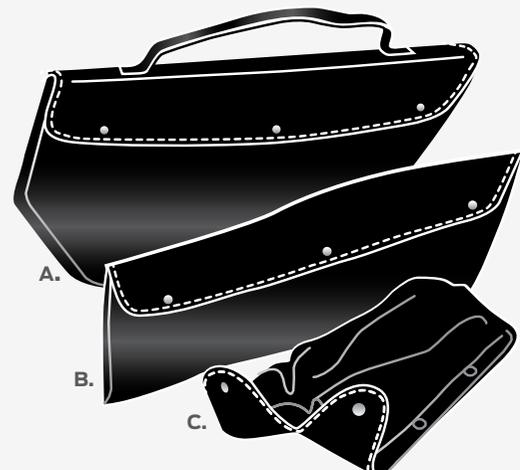
**A.** Sidecurtain Bags: Each bag holds one pair of sidecurtains, flannel lined with a matching protective divider. The bag easily fit into TR trunks. \$159 ea. (includes U.S. shipping fees)

**B.** Convertible top & tonneau bags for \$129 (includes U.S. shipping fees).

**C.** Jack & tire changing tool bags \$49 (includes U.S. shipping fees)

Contact Ken Nachman 804-840-1441 or fax at: 804-272-7523

Questions? email: [kennachman@comcast.net](mailto:kennachman@comcast.net) or [www.sidecurtain.com](http://www.sidecurtain.com)



## FOR SALE 1961 TR3A - \$20,000



I am helping my neighbor sell her deceased husband's car. This 1961 TR3A, used to be one of mine. It was restored by a retired engineer and he did a ground up restoration on it over a three year period and has only driven it 4,000 miles since. It has several upgrades: rack & pinion steering, alternator, electric cooling fan, Moss leather interior, Dayton stainless steel wire wheels and an updated wiring harness. The car has a \$6,000 paint job on it and it looks, runs and drives

great. The sale price is \$20,000, while this is a lot of money, this is a really good car. It started out pretty rust free and even has the original floors in it. This car is located in Tehachapi, CA, which is about 2.5 hours north of Los Angeles.

INTERESTED? Contact William Brewer at my email: [wsb1960tr3a@att.net](mailto:wsb1960tr3a@att.net)

## WANTED: CORES TO REBUILD

- TR2/3 steering boxes (one piece column)
- Steering wheels TR2-6
- Cylinder heads (TR3/4)
- Generators & starters TR2-4A

If you have any of these items you would like to sell, please contact Mark Macy, (937) 266-1831 or email me at: [mark@macysgarage.com](mailto:mark@macysgarage.com)



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Until our new website is up and running, these Ace number plates can be purchased directly from us via Ebay; search for "Classic & Vintage Ace Silver Peak Number Plates."

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**BLUE RIDGE AREA TRIUMPHS**  
email: tr3@bar.roacoxmail.com

**BUCKEYE TRIUMPHS**  
email: mhenry1453@aol.com

**CENTRAL FLORIDA TRIUMPH REGISTER**  
102 Garfield Rd., Deltona, FL 32725

**CENTRAL OHIO CENTER OF TRA**  
email: ronrubyhartley@aol.com

**CENTRAL OKLAHOMA VTR**  
www.okctriumphs.org

**DELAWARE VALLEY TRIUMPHS**  
email: Yukon80@comcast.net

**DESERT CENTER / TRA**  
email: debnstu2@yahoo.com

**GEORGIA TRIUMPH ASSOC.**  
email: EAFerguson@aol.com

**GREEN COUNTRY TRIUMPHS**  
email: gctok@cox.net

**HILL COUNTRY TRIUMPH CLUB**  
email: nmcphail@austin.rr.com

**ILLINOIS SPORTS OWNERS ASSOC.**  
email: isoa-info@snic-braaapp.org  
www.snic-braaapp.org

**MASON DIXON TRA**  
email: jrosenii@lycos.com

**MIAMI VALLEY TRIUMPHS**  
P.O. Box 144, Bellbrook, OH 45305

**MICHIGAN TR ASSOCIATION**  
email: trfever@aol.com

**NEW JERSEY TRIUMPH ASSOC.**  
email: tr3ray@gmail.com  
www.njtriumphs.org

Ted Smith, 540-989-4562  
2732 Guilford Ave., Roanoke, VA 24015

Mike "Buck" Henry, 614-733-0563  
6379 Belvedere Court, Dublin, OH 43016

Jere Dotten, 407-323-7262

Ron Hartley/Ernie Parent, 740-385-8251  
28342 Lake Logan Road, Logan, OH 43138

Mike Billotte  
PO Box 12272, Oklahoma City, OK 73157

Bob DeLucia, 215-822-0725  
Philadelphia, PA

Stu Lasswell, 480-786-0116  
781 N. Velerio St., Chandler, AZ 85225

Earl Ferguson, 404-667-1065  
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Bob Streepy, 815-341-2810  
322 Everett Ave., Crystal Lake, IL 60014

Joel Rosen 410-775-7937  
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Stan Seto, 513-683-7974

Joe Germay, 616-327-9262  
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Raymond Homiski, 908-418-2253  
P.O. Box 6, Gillette, NJ 07933

**NORTH COAST TRIUMPH ASSOC.**  
bevflody@nctawebsite.com  
www.nctawebsite.com

**PHILADELPHIA AREA TRIUMPH NETWORK**  
P.O. Box 302, Media, PA 19063

**PORTLAND TRIUMPH OWNERS ASSOC.**  
email: d.duthie@comcast.net  
www.portlandtriumph.or

**RICHMOND TRIUMPH REGISTER**  
jimbyjove@comcast.net  
www.richmondtriumphregister.com

**TEXAS TRIUMPH REGISTER**  
email: mhado@att.net  
www.texastriumphregister.org

**THE NEW ENGLAND TRIUMPHS**  
email: foster461@horizon.net  
www.newenglandtriumphs.org

**TIDEWATER TRIUMPH REGISTER**  
email: Keith.edwards@charter.net  
www.tidewatertriumph.org

**TRIUMPH CLUB OF NORTH FLORIDA**  
email: wlsserv@aol.com  
www.tcnf.org

**TRIUMPH CLUB OF THE CAROLINAS**  
email: stewarddatty@gmail.com  
www.triumphclub.org

**TRIUMPH REGISTER OF SO. CALIFORNIA**  
email: blambert@socal.rr.com  
www.trsc1977.com

**TRIUMPH TRAVELERS SPORTS CAR CLUB**  
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Jim Coleman, 804-569-9135  
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Mike Hado 281-807-4780  
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Stan Foster 978-649-6402  
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Keith Edwards, 757-751-9924  
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Walt Lanz, 904-646-0616  
1900 Kusaie Dr., Jacksonville, FL 32246

Stephen W. Ward, 704-553-0135  
4301 Chandworth Rd., Charlotte, NC 28210

Dennis Lambert 714-998-1402  
3103 N. Sandbar Cr., Orange, CA 92865

Frank Baumann 408-416-7450  
7090 Wilderness Circle, San Jose, CA 95135

Don Harkus 724-822-5447  
195 Kriess Rd., Butler, PA 16001

