

# The Triumph Herald

## December 2020

### NEWSLETTER OF THE ROCKY MOUNTAIN TRIUMPH CLUB

#### RMTC 2021 Board Election Results

This year, membership had the choice of voting by web ballot, email, or mailed in ballot. About half of the membership voted, mostly via the emailed web ballot. Our thanks to webmaster Andrej Galins for making that a seamless experience, and to Jeff Heller for setting up the ballot email version, and to Mike McGuire for the ballot design and layout.

At this point, no one has contested how the board election was handled, although we had hoped there would be a last minute rush of write-in candidates and their voters. To those who voted, thank you very much for your participation in how your club is managed. As in past recent years, most of the board member names are very familiar, as we have all served numerous terms. Given that burn-out factor, we are very fortunate that Richard Martin has stepped up to be our 2021 Prime Minister, and that some other 2020 board members allowed themselves to be drafted into another term.

Your 2021 RMTC Board is listed in the board report on page 4. Also, see the profiles of our outgoing and incoming PMs on page 8. If we were still able to have our monthly meetings, the new board would have joined for a group photo at the November meeting. Other than Zoom, we haven't seen each other as a group for a long time. So your Editor has scanned photos from the *Herald* archives to post below. These are all candid shots, we are all much better looking in person!



PM Richard Martin



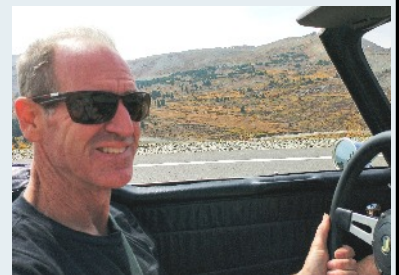
VPM Eric Malewska



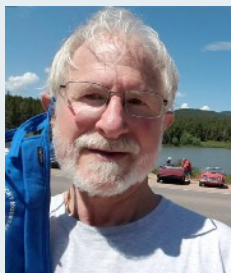
Letters Bob Mott



Treasurer Jeff Heller



Events Andrew Janiesch



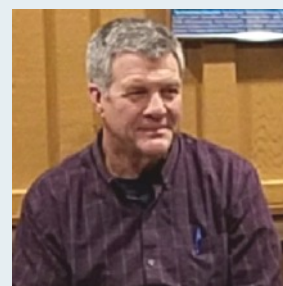
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Membership  
Kitty Janiesch



Webmaster Andrej Galins



Publisher Tom Willson



Regalia Bill Gillespie

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**Musings from the Gavel, by the PM**

I don't know about you, but I am so ready for 2020 to be **OVER!!!** It was a very unusual year for the RMTC and for the entire world. There were, understandably, very few RMTC events, no in-person general meetings since February, the passing of great long-time members like Gordon Kenney, and of Alex Cline, no car shows and no Christmas party. What more can 2020 do to us in December? I, for one, am hoping that 2021 will be a super year with loads of events, car shows and get-togethers with our RMTC friends! Can't wait to see what our 2021 Board has in store for us! Should be a good year!

I would like to say a big **THANK YOU** to the 2020 Board. It was my pleasure to work with 10 of the very best. Under very difficult circumstances, this board powered on, planning events, coordinating get-togethers, organizing annual RMTC events, only to have to cancel due to CDC updates and guidelines. I'm proud of what we have accomplished and wish it could have been a more normal year. I thank you for the privilege of being your PM and I wish great things for the coming year! May 2021 be normal for a change!

Merry Christmas everyone!

Liz Reed  
Prime Minister

**Rocky Mountain Triumph Club 2020 Board**

- Prime Minister - Liz Reed
- Vice-Prime Minister - Eric Malewska
- Minister of Letters - Brad Reed
- Treasurer - Jeff Heller
- Events Coordinator - Sharon Robinson
- Minister of Membership - Mike McGuire
- Newsletter Editor - David Durstine
- Regalia Officer - Bill Gillespie
- Newsletter Publisher - Tom Willson
- Webmaster - Andrej Galins



**Board Meetings** are held on the 1st Monday evening of each month at Th...  
**November meeting will be online via Zoom TBA**  
Dinner at 6pm, meeting begins at 7pm; all members welcome

**DECEMBER BIRTHDAYS**

- David Bosh 12/1
- Lois Lynch 12/3
- Rod Tomkins 12/8
- Dave Bayne 12/25
- Bill Gillespie 12/25
- Bob Arnio 12/26
- Katie Plotkin 12/29
- Phoebe Roberts December??



Birthday list provided by Mike McGuire, Minister of Membership.  
Our member count is 121.

**General Membership Meetings** are held on the 3rd Tuesday of the month at Piccolo's

There will be **no General Meeting until further notice.**

**Piccolo's has downsized out of their meeting room space. We are looking for a different meeting place.**

**Please help us with ideas!**

**The Rocky Mountain Triumph Club LLC is devoted to the use, preservation and enjoyment of Triumph automobiles and is a chapter of the Vintage Triumph Register. Most members are from the Denver area and adjoining states. We promote "family" memberships, welcoming spouses and children to all club activities.**

# RMTC EVENTS CALENDAR

By Sharon Robinson



## DECEMBER

- 1 – FORNEY MUSEUM TRIUMPH DISPLAY FOR THE MONTH IS CANCELED
- 5 – RMTC MORNING AT THE FORNEY MUSEUM OF TRANSPORTATION, CANCELED
- 7 – Board Meeting, venue TBA, contact a board member if you want to Zoom into the meeting
- 12 – RMTC ANNUAL HOLIDAY PARTY *is canceled*

## FEBRUARY

- 10 – Drive Your Triumph Day, photos for sure, activities TBA.

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## MORE NOTES REGARDING THE FORNEY MUSEUM

We have some sad news, the museum is closing this weekend through at least January, and our staff will have to cut back our hours and resources. I hate to have to reschedule the Triumphs, but I do not think we will be able to do the pop-up exhibit, and the public will not be able to come and see them. I am so sorry for this, things are awfully chaotic these days with the pandemic and we are unsure of what is going to come of all this.

Please let me know if you have any questions. Perhaps we can plan a full exhibit in the future.  
Best Wishes, Nicole Bleau, Collections Manager

The Forney Museum has a book club, co-hosted with Ax and Allies. We manage events, books, and meeting details on Goodreads (1060205-speed-reading.html). We are currently reading The Wright Brothers, by David McCullough, and will be having our next virtual meeting on December 3rd, at 6 PM, over Zoom. We will have a special guest speaker who is part of a local flying group! Check us out on Goodreads. The platform is free to join and book club membership and participation is also free. Email [collections@forneymuseum.org](mailto:collections@forneymuseum.org) to be added to the book club mailing list to receive quick updates and links to virtual meetings.

Zoom meeting link is <https://us04web.zoom.us/j/76703892894?pwd=WWIzU0RlOE8rNWpONFJHbGs1blcyQT09>

And this from the CCCC:

As noted above, the **Forney Museum** is closed into 2021. As a result, the museum is not receiving the revenue it needs to continue since utilities and insurance still have to be paid. A permanent loss of the Forney would be very regrettable as it represents the collector cars to the general public, and of course it provides a venue for Council meetings and club events. There is something all Council club members can do - donate! We urge all collector vehicle owners to do just that on Colorado Gives Day, Tuesday, December 8th. Even \$5 or \$10 would help and the Forney staff would appreciate our showing them support.

The link for donations: <https://www.coloradogives.org/COGIVESDAY>. Donations can also be sent by mail:

**PLEASE JOIN AND SHARE THE [ALL BRITISH CARS AND COFFEE FACEBOOK PAGE](#)**  
**FOR THE LATEST INFORMATION ON MEETING PLACES AND TIMES AND WEATHER UPDATES**  
**SPEED READS is a NEW book club devoted to armchair mechanics, auto enthusiasts, vintage planes, trains and fans of historic racing. Hosted by the Forney Museum of Transportation and Ax & Allies vintage car repair. FREE** Hope you saw the Sept 26 notice at Forney museum 6pm, or just join and read at home  
[www.goodreads.com](http://www.goodreads.com) search [speed reading](#)

## RMTC Board Meeting November 9, 2020, reported by Brad Reed

The Board met over Zoom on 11/09/20 at 7 p.m.

Present were Brad and Liz Reed, Mike McGuire, Bill Gillespie, Richard Martin, Jeff Heller, David Durstine and non-board member Andrej Galins.

Andrej was present as he has the results of the on line voting for the 2021 Board. The main focus of this meeting was to finalize the election of board members for 2021.

David Durstine made a final check of the Club P.O. Box for any mailed in ballots, earlier in the day, finding none.

As the reader may remember; each position had only one candidate, with a space for any write-ins. Andrej stated that he had received 47 ballots on line.

The ballot was confirmed in full with one write-in for the late Gordon Kenney, who we all miss a lot. Andrej will send out an alert to all RMTC members regarding the election results on November 10th.

The board election results are as follows:

Prime Minister: Richard Martin  
Vice Prime Minister: Eric Malewska  
Treasurer: Jeff Heller  
News Letter Editor: David Durstine  
Minister of Letters: Bob Mott  
Membership: Kitty Janiesch  
Events: Andrew Janiesch  
Regalia: Bill Gillespie  
Publisher: Tom Willson  
Archives: Richard Martin

Andrej agreed to maintain his position as the Club Web Master throughout 2021 (Thank you!).

Prime Minister Liz asked the Board if there was anything they had to report for this month. There being no further reports, the meeting was adjourned at 7:30 p.m.



### RMTC

#### Treasurer's Report

This report is available for inspection at the Board Meeting and at the General Meeting,



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#### *A note from the Editor;*

No one needs to mention that this was a tough year in general, also for clubs like ours. **Liz** and our outgoing board members did an outstanding job trying to maintain some semblance of club activity. **Sharon** was very frustrated that planned events were continually foiled, but pleased that some of our members led drives and hosted a few of our usual gatherings in a safe environment (No space to mention you all!). **Brad** Reed assumed Minister of Letters duties with little hesitation when Gordon became ill. **Mike** McGuire suspended membership dues for 2020 when we couldn't have our normal activities and coordinated a good board election. **Jeff** Heller and others phoned our membership to maintain some normalcy of social contact. **Tom** Willson continues to do an excellent job with the printing and mailing of the paper versions of the *Herald*, in spite of a busy work and travel schedule... Thank you Tom! **Andrej** Galins works to send out timely email blasts to inform our membership when COVID19 forced a change in plans. To name a few of our very active members such as **Andrew** and **Kitty** Janiesch, **Mike** Jankowski, and others, continue to be very helpful providing reports and articles for the newsletter, I couldn't do it without you!



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**Overheard at auto parts store**

**"I need a headlight"**

**"What's it for?"**

**"So I can drive at night"**

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# FOR SALE / WANTED

MORE ADDS ON NEXT PAGE

Free for members; Non-member ads are \$10/month.

Submit adds at [ROCKYMOUNTAINTR.ORG](http://ROCKYMOUNTAINTR.ORG)

## For Sale & parting out a 1971 Triumph TR6, updated.

New re-chromed front bumper for 1973 up or will work on all TR6s from 69 to 72, New: make offer

Rear bumper 69-72, really nice: make offer

Hard top fits all TR6s and TR4s made by Dyna Plastics with opening quarter windows, A- condition: \$250

Front amber turn signal lenses new in package L & R fits 69 -72, new, make offer

TR6 below the door rocker panel chrome strip pair, very nice condition: make offer

Windshield to body rubber seal, new in package: make offer

Roll bar, new, fits on rear tunnel: \$100.00

Transmission tunnel seal kit, new in package: make offer

Used TR6 engine & transmission has 71,000 miles: make offer

Speedometer, 140 mph works good, good condition: make offer

Differential mounts, pair, new : make offer

U-joint boot, new: make offer

TR6 muffler OE in excellent condition, very solid.: make offer

Hard tops 2 different tops need work, fair condition, fit TR4 or TR6 \$100 & \$75 or \$150 both

Rear tail light assemblies pair L & R, very good condition, chrome very nice.: make offer

Many other used TR6 parts looking to sell or give away, moving to Grand Junction.

Call Tony Cooper 303.434.1425

11-20

## FOR SALE; 1979 Triumph TR7 \$7995.00/Best Offer

All original w/ 42,500 miles, it runs and drives great. Original

Paint Exterior Green –

Interior Beige - Black

Top. Exterior excellent

condition - 5 speed- 4 Cylinder,

No Rust- mechanically sound

car. Premium sound system,

Bucket Seats - New front

suspension parts- New tires,

many new parts and struts.

Interior is in excellent condition

– Some driver seat wear, all gauges

and controls are working, original

owner's, workshop manuals and dealer

sticker. I have owned the car since

1990- Garage kept, pampered driver's

car- only driven in the summer

months. Runs well- fun to drive.

Looking for a good home for a Triumph enthusiast. Recent

change of status need to make room for another car. Please

Contact me if you're interested in more information.

Email [jim.demarc@comcast.net](mailto:jim.demarc@comcast.net) Cell 720.391.1294

11-20



## FOR SALE: 1964 TR4A IRS

Been sitting in my garage

since 1973, has not run since

then. There's some slight rust

on some body panels but the

body and bumpers are in

pretty decent shape. The leather top

is in great shape with zero tears or

rips. Feel free to reach out with any

questions!

Located in NW

Denver. \$8,500

303-433-2531

07-20



## TR6 Parts - Free to Good Home

Transmission, differential, half axles, and rear hubs from

a 1972 TR6. The car had about 55k miles on it when I

took them off. It's not an overdrive transmission and I

used the shifter for my Toyota conversion. The

differential needs new seals, but otherwise both the trans

and differential are in good shape. I also have used front

brake calipers to give away. I have some new front and

rear brake parts that I'll sell for half price and two

original black seats (decent but not perfect condition)

with mounting brackets to sell at a reasonable price.

Call Mike at 703-403-3556. I'm in southeast Aurora near the reservoir.

09-20

Various Triumph Parts for sale:

TR2-TR3A New Moss Motors Black Carpet Kit - \$300

For Triumph TR2 and TR3, pre TS 60,000, nice

upgraded karvel style cut pile material.

Still in box with packaging

TR4A Wood Dashboard - \$40

TR6 Transmission - \$250

TR6 Radiator - \$50

TR6 AMCO Rear Bumper Bar

- \$100

TR7 Carbs w/ manifold - \$50

TR7-TR8 Luggage Rack -

\$100

TR4-TR6 Fiberglass Hardtop - \$300

\*Call 303-518-5285\*

11-20



## FOR SALE SECOND PAGE

### FOR SALE, 1974 TR6

Sadly, we must part with our lovingly restored 1974 Triumph TR6. Starts up quickly every time, runs amazing! 4 speed manual transmission with a tall 4th gear, in line 6 cylinder (80mph @ 3200 rpm) New Michelin red stripe tires, newly upholstered leather seats, body is dent and rust free, fresh paint, glass perfect, engine clean and tight! A blast to drive, but you already know that! Driven 75,000 miles. Spends the winter in the garage and stays covered in the summer under a covered carport. Many spare parts, covers, and manuals included.

**Asking \$15,000.**

Please email [twinsncats@hotmail.com](mailto:twinsncats@hotmail.com).

Located in central Denver. Shown by appointment, masks required for test drives. 12-20



**Spitfire 1500 PARTS AVAILABLE - MOSTLY New** in Box After 28 years I have sold my Spitfires but have a large number of parts that are looking for a home. They are mostly new and consist of: body panels, deck lid, seat foams and cushions, tires, wheels, 3 bins of parts, etc, etc. Remember, they are mostly new.. Contact me for more details. Make me an offer I can't refuse, I'm interested in moving them, NOW! BEST OFFER!

Email; [harry.cornelius@centurylink.net](mailto:harry.cornelius@centurylink.net)

**Asking Price: Any Reasonable Offer!**

These are just SOME of the items available.

**Everything for ONE Price, as a lot.**

- |       |  |             |
|-------|--|-------------|
| 1     | Oil Cooler Kit                                     | NEW         |
| 2     | Tonneau cover, white Mk IV/1500                    | NEW         |
|       | Master Brake Cylinder                              | NEW         |
| RH,LH | Set, rear light Assemblies                         | NOS / Lucas |
| 4     | Side Marker Lights                                 | NOS / Lucas |
| 1     | Brake Set F&R (pads, discs, shoes)                 | NEW         |
| 2     | Hi-Torque Starters (from TSI Automotive)           | NEW         |
|       | Windscreen Capping                                 | NEW         |
|       | Headlamp Cowling, LH                               | NEW         |
|       | Door Skin, LH                                      | NEW         |
|       | Door Skin, RH                                      | NEW         |
|       | Front Wing, LH                                     | NEW         |
|       | Front Wing, RH                                     | NEW         |
|       | Rear Lamp Panel                                    | NEW         |
|       | Rear Qtr Panel, RH                                 | NEW         |
|       | Trunk Deck   | NEW         |
|       | Front 1/4 valance - LH                             | NEW         |
|       | Front 1/4 valance - RH                             | NEW         |
|       | dash top cover - crash pad                         | NEW         |
| 1     | Seat Foam, Bottom - RH                             | NEW         |
| 1     | Seat Foam, Bottom - LH                             | NEW         |
| 2     | Seat Foam - Back                                   | NEW         |
| set   | Seat Covers - Tan, Hounds Tooth                    | NEW         |
| 2     | Spax Shocks, adjustable w/springs (Good Condition) |             |
| 3     | Large Bins of miscellaneous parts, many            | NEW         |
| 4     | Spitfire Wheels/Tires                              | USED        |
| 2     | Tires  | NEW         |

12-20

### The Vintage Triumph Register (VTR)



Club members are encouraged to join the VTR: Benefits Include:

- Receive the bi-monthly Magazine, "The Vintage Triumph"
- Free Classified ads
- Access to VTR's staff of Technical Consultants
- Discounts on Vintage Car Insurance
- VTR Regalia
- Participation in National Conventions

Join by sending \$35.00 to:

**The Vintage Triumph Register, PO Box 655, Howell, MI 48844 or at [www.vtr.org](http://www.vtr.org)**

**SIGN UP FOR THE CLUB MEMBERSHIP AT: [ROCKYMOUNTAINTR.ORG](http://ROCKYMOUNTAINTR.ORG)**

**MEMBERSHIP FEES ARE \$35 PER YEAR W/NEWSLETTER IN EMAIL ONLY FORMAT; \$50 PER YEAR WITH PAPER COPY MAILED TO YOUR ADDRESS**

**RMTC MEMBER PROFILES, Reported by Kitty Janiesch**  
**Liz Reed 2020 RMTC Prime Minister & Richard Martin 2021 RMTC Prime Minister-Elect**

Please join us in thanking Liz Reed for serving as Rocky Mountain Triumph Club's 2020 Prime Minister. Liz successfully navigated all the COVID19 challenges thrown at her and the board this year, which kept the club running. Even though the club can't currently host general meetings and gatherings, there is a tremendous amount of work that must be completed to keep the LLC active and, general stewardship. In addition, please join us in welcoming Richard Martin as the 2021 Prime Minister Elect! We want to thank Richard for volunteering to serve and fill this critical position.

Here is a little insight about Liz & Richard's love of Triumphs:

Liz Reed joined RMTC in 1994, when she and Brad were dating. Brad had just bought his 1981 TR7 in 1993 and joined the club that October. Liz never owned a Triumph until she & Brad were married in 1995. One of Liz's favorite club memories is from her wedding where she was surrounded by many RMTC friends who attended.

Liz's fondest memory that involved their Triumph was taking their TR7 on a Colorado road trip for her honeymoon! Liz & Brad traveled many back roads around Ouray, Silverton, Telluride, and areas west & south. Liz shared, "We were on this one back road, very hilly, and decided to 'Open her up!' I had never in my life gone 100 MPH in a big car, let alone a 'toy car', quite the experience..."

Richard Martin worked as a "lot boy" the summer of 1972 in Monrovia, California, at a dealership which sold MGs, Volvos, and Jaguars, while attending the University of California, Irvine. While MGs were quite popular in Southern California, there was a distinct masculinity to the Triumph TR6 which to his mind, the MGBs lacked. Although Richard went on to sell the afore mentioned cars at the dealership, his heart was always set on a TR6. Ultimately, in 2017, he came across a 1971 Damsen red TR6 on e-Bay and purchased it. He was assured, "everything works!". Of course, it did not, but that is another story!

Currently Richard owns two Triumphs, a 1971 TR6 and a 1970 Triumph 2000 Mk 2. The Mark 2 is a four-door sedan which has the 2-liter inline six and four speed overdrive shared with the GT6. The Mk 2 was never exported to the USA, only the Mk 1, which is a similar car but quite a different style. He imported the Mk 2 from the Isle of Wight. It is right-hand drive, which he loves, and drives in many RMTC events. In addition, it was on the cover of the VTR magazine amongst other club members' Triumphs when we posed for the 2019 "Drive your Triumph today" photo. Richard enjoyed giving a presentation of his Mk 2 at an 2018 RMTC meeting. He said it was fun to review the Mk 2's history, importing process, and present the info to fellow club members, especially given the rarity of the Mk 2 here in the States. According to a chap at Rimmer Brothers, a parts supplier in the UK for all things British, he was only aware of two other Mk 2's here in the USA, thus making Richard's number three.

Richard has experienced many memorable moments with his right-hand drive sedan. People note the British license plates and wave, others just gawk. The best moments are the millennials hanging out of their vehicles taking pictures with their cell phones. His guess is it's the combination of the unknown, right hand drive, and a weird-looking, squat, sedan. Richard's all-time, funniest moment happened with a guy on a Harley Sportster in the number one lane, I-25 southbound near the I 70 interchanges. Richard was in the number two lane. The Harley came along side of him, and did a triple take thinking the driver's seat was vacant!

Richard states his dream car "has varied through the years and reflects the aging process. Lord only knows how many cars I have owned. If I were to make a list it would probably be between 50 to 60. Probably not my best financial moves, but if I am honest, I have enjoyed them all. If I were to opt for my "dream car" today, my two choices would be either an E30 M3 BMW in perfect or near perfect condition or, surprisingly, a late model Jaguar XJ sedan."





## A TR6 as Family Healer, Memories by Mike Jankowski

Well over 20 years ago, I was stateside after being wounded on a deployment. The recovery time was such that I was given a large chunk of leave to use, and to reset mentally as well, since I was pretty shattered. I spent my time working on my cars, my friend's cars, and chasing trains.



One of my friends, Bill, had a nice garage at his house with a lift. There was always a project going on at his place, and I was always willing to help. This particular timeframe, Bill had a houseguest who was spending the summer. It was his nephew, and he was kind of prickly. He wasn't really into cars, but would help sometimes. He had been there the summer before as well. All I knew was his father had died somehow long ago, Bill and his sister weren't close, and Bill and his nephew were a bit distant.

A bit of background. I had met Bill several years earlier, and we became fast friends. A group of us, with very different backgrounds, met somewhat regularly at his place, and we were a bit of a round robin workforce. But one thing we always did was to help Bill at least once a month on his projects or cleaning his garage, as he always bought us pizza and drinks, and we used his lift and tools for free. One night, we had cleaned out his garage and got rid of scrap parts, organized the good ones and dug out a burgundy TR6. The other guys said to not ask about it, just that Bill never touched it and it wasn't for sale. I'd had the chance to check it out over time, and it was solid, other than needing a few details.

So as the summer wore on, all of us in the round robin group finished our projects, and Bill's nephew was spending more and more time with us. He even went on a few rallies with Bill. One night, Bill asked me to stay after the other guys. His nephew was with us as well. We pushed that TR6 out from it's corner, and each of us set to work. Bill's nephew was a smart kid. Show him something once, and he got it.

We worked late into the night, checked the wiring, lights, spark, and all the other mission critical systems. When all those checked out, Bill rolled out a set of extra wheels with new tires on them. We swapped them on and fired it up. A few tweaks on the Webers that were on the car and it was ready for a test run. Bill had obviously made sure to keep fluids and other systems in decent order.

Bill told his nephew to take it for a spin around the block. As the taillights disappeared from view I said "I tried to buy it from you, you said you'd never never sell it. Are you going to sell it to him? Or give it to him?"

Bill looked me in the eyes, his eyes glossy with welling tears. "You see, I can't, as it's been his since he was five. His dad died when we were water skiing. I was driving the boat, and he hit a mostly submerged log. He went flying, and was hit by another boat when he landed. My sister hasn't forgiven me. My nephew only really started talking to me a few years ago. So the last two summers he's been staying here mostly to give my sister a break, and, I hope for all three of us to get over this." The purr of an approaching TR6 filled our ears.

I opted to leave as Bill's nephew was pulling into the garage. As much as I was wanting to, and was a part of this process, I knew it was a moment for just Bill and his nephew. I got into my GT6 and drove home. Yeah, that TR6 was Bill's brother in law's car. It was what he drove to the lake the day he died.



Triumph regalia contact is Bill Gillespie  
wmg3015@gmail.com  
Bill recently received microfiber face masks as shown in the photo, \$14.



Patrick Huckels found this contemporary European spec TR6 road test for our consideration

From its humble, uncomplicated start in life, Triumph's TR range has grown bigger, heavier, and altogether more sophisticated. It has reached maturity in the TR6 with independent suspension all around, and a 2 1/2 litre fuel-injected engine neatly enclosed in a new, improved body by Karmann--Ghia.

It may have an unfashionably long stroke and cause a certain amount of head-scratching servicing problems at your local garage, but the straight-six PI engine is a delightfully smooth and instantly responsive power unit with a crisp, zestful exhaust note. Vivid performance is available provided you keep the tachometer needle swinging between 2,500 and 5,500rpm. It pays to keep a sharp eye on it too, for it rushes so eagerly round the dial that you can be well and truly in the red before you know it. Several seconds are needed for the engine to fire when it is warm, but from cold it starts first time, and from then on proves completely reliable and will idle at a faithful, if a shade lumpy, 650 rpm.

Powerful synchromesh and a quick, light lever action make the gearbox a pleasure to use once the oil has warmed up, but it takes a heavy push of 47 lb to free the grippy clutch. A 1 in 3 hill start can be made with no trouble. With optional extra overdrive fitted, the driver has no less than seven ratios at his command. Apart from overdrive third and direct top being rather close, they are all well spaced and provide a gear for every occasion, as well as keeping the power coming in a long steady rush all the way to 117 mph. Overdrive is particularly beneficial on main road and motorway journeys, for 70 mph is equal to a restful and economical 2,700 rpm. The unit responds quickly to the stalk switch being flicked, and engagements are well cushioned against unpleasant jolts.

Although it proves restless and knobbly on poorer surfaces, the suspension copes competently on most roads most of the time, with only an occasional pot-hole sending a quick shudder through the otherwise rigid body structure. Good damping and absence of roll aid fast cornering, and ground clearance usually proves sufficient, although we did scrape the front anti-roll bar brackets on one innocent-looking hollow. The back of the car dips down a good deal during a rapid take-off, and also tends to twitch rather untidily if you close the throttle when cornering quickly. However, provided you maintain a constant throttle opening the TR6 sails round on an even line, displaying marked understeer and tremendous grip on its Dunlop SP Sport tyres. Discretion is needed in the wet, however, to prevent lots of slithery wheelspin. The light steering possesses reasonable feel, but could be slightly higher geared to advantage, and should also provide a more compact turning circle than the present one of 33.5 ft.

Continual hard use from high speed will induce dramatic brake fade, but for normal purposes the disc/drum system is adequate for the Triumph's performance. Pedal loads are not as light as the provision of a servo would have you think - a panic stop from 50 mph for example, demands a tread of at least 100 lb. The car will slide down a 1 in 4 hill even though the handbrake has no trouble in locking the back wheels. All is well on a 1 in 5.

Drivers favouring well extended limbs and plenty of hip and shoulder grip will find the TR6 not entirely to their liking, although the driving position is a very acceptable compromise for people of most shapes. The short travel gear lever and stubby handbrake are just a hand's span from the nearly vertical leather-rimmed steering wheel, and one soon forgets the pedal offset to the right and appreciates the leg-stretching space alongside the clutch. Big, bold instruments set in the gunstock-wood facia are easy to see at a glance, and clear all-round vision is helped by the three big flexible windows in the hood, a dipping interior mirror, and two big sun visors. None of the controls at the lower centre of the facia is particularly easy to work because of the safety lip encasing them, while the long rocking switches for the screen wipers and washer can be reached only after navigating your right hand round the wheel and past the fingertip stalks that bristle from the column.

## TR6 Road Impressions, continued

The standard of interior trimming is a cut above that in the cheaper Triumph sports cars, even though in this case, the flimsily-fitted footwell trims were held in place only by the skin of their metallic teeth. Refinements include an illuminated and lockable glove box in the fascia, map pockets on the doors, and a courtesy light between the seats. The heater is one of those disappointing water-valve units that either cools you or cooks you, but at least you can roast your toes while being cooled elsewhere by four fan-boosted, swivelling fresh-air vents - two at face level, and two concealed under the fascia and aimed into the footwells.

With practice it takes about 1-|- minutes to lower and stow the hood efficiently. Hot particularly fast, but that is because it proves to be a snug, flap-free and waterproof top held securely in place by two positive ramp-and-peg front fasteners, 11 press studs, and two long side-strips of Velcro. Like most convertibles, however, the TR6 suffers from tremendous wind noise, although in fairness this is not too bad up to 70mph. Beyond this, the roar grows increasingly worse; so much so that one of our team likened it to standing behind a jumbo jet at take-off. The continuous whine from the fuel pump in the boot is also a cause of irritation. It's reminiscent of one of those old Metropolitan Line trains waiting at a station.

The illuminated boot is a useful size by sports car standards, and extra baggage can be stowed on the carpeted deck behind the seats\* This area could also be used to accommodate a small, cramped third occupant as the backrest is thinly upholstered. The spare wheel lies in a covered well in the boot floor, together with a better-than-average tool-kit. An automatic prop holds the bonnet well out of the way for easy access to the attractively finished engine and the auxiliary equipment. Servicing is called for every 6,000 miles, and there are six main grease points.

With its place as the sports-car-next-door taken by the stripling Spitfire, and the demise of the big Austin-Healey and (to a lesser extent) the MGC, the TR6 stands almost alone in its price range as an exhilarating no-nonsense sports car - a powerful, purposeful 'Tiger-for-Men1 in a fast growing metallicchrome painted, tinsel-trimmed world of pseudo GT cars.

### PERFORMANCE SUMMARY

<u>Maximum speeds</u>			<u>Acceleration from standstill</u>	
Gear		mph	mph	seconds
o/d top	(4,280rpm)	111	0-30	3.0
Top	(5,500rpm)	117	0-40	4.7
o/d third	( " )	107	0-50	6.5
Third	( " )	88	0-60	8.4
o/d second	( " )	64	0-70	11.0
Second	( " )	58	0-80	15.0
First	( " )	37	0-90	20.6
			Standing $\frac{1}{4}$ mile	16.5

### BRIEF SPECIFICATION

Fuel (Super premium - 5 star) Overall consumption: 19.3 mpg  
 Engine Fuel-injected six-in-line, 2,498cc developing 142bhp (net) at 5,500 rpm  
 Transmission 4 speed all-synchromesh gearbox (overdrive optional extra) and diaphragm-spring clutch  
 Suspension - front Independent by wishbones, coil springs and an anti-roll bar  
                   - rear Independent by semi-trailing arms and coil springs  
 Steering Rack and pinion  
 Brakes Servo-assisted discs front, drums rear  
 Wheels 5 1/2J rims with 165HR15 radial-ply tyres  
 Length/width 12ft 11 in x 4ft 10 in

## MOSS MOTORS TO ACQUIRE VICTORIA BRITISH

After more than 30 years, Victoria British Ltd., a division of Long Motor Corporation, has decided to pass the baton to Moss Motors Ltd. (Moss Motors) to carry on the tradition of supplying car parts and accessories for British car owners around the world.

President of Victoria British, Becky Hanrahan said, *"It was not a decision that we made lightly. We were Victoria British before we were LMC Truck, but we know we have not been giving the British market the attention it deserves. We feel our customers would be better served by a company whose primary focus is the British car market."*

Victoria British has for many years been a key resource for British sports car owners and their mission to "Keep'em On The Road®". The Moss Motors acquisition of Victoria British is aimed at maintaining the same spirit of supporting the British sports car industry and community.

*"As a long-standing name in the British sports car community, we recognize the rich history of Victoria British and will do our best to carry on their legacy.", said Ed Moss, President, Moss Motors. "It's an exciting chapter for Moss Motors and we look forward to bringing together the best traditions of both companies to continue serving the industry by supporting car owners, restoration businesses and British sports car enthusiasts alike."*

In the coming weeks, both companies will be posting news and reaching out to customers, suppliers, and other contacts regarding the details of the transition.

## CCCC Corner

### Collector Car Council of Colorado, Inc.

*Dedicated to the preservation of  
automotive history*

**[www.collectorcouncil.com](http://www.collectorcouncil.com)**

Please visit the CCCC website for contact information for the officers, the complete minutes from the monthly meeting and a listing of upcoming events and shows

**Next Meeting:** There is no December meeting, but we do hope to have a meeting on January 6. Our treasurer, Tom Kay, will be leaving for California by the end of the year. Thus we **need a new treasurer for 2021**. The nominee does not have to be a club representative, so if you know of someone in your club who would serve, let any CCCC officer know.

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