

The Triumph Herald

January 2021

NEWSLETTER OF THE ROCKY MOUNTAIN TRIUMPH CLUB

One Last Drive in 2020, reported by Sharon Robinson

On December 6th, some of us had this pop into our email; ITS GORGEOUS OUT. LETS DRIVE!
MEET Kitty Janiesch and Andrew Janiesch, 12.45, Ward Road park & ride, or for us north of town, meet at 1.30, at the Flatirons Vista trail head car park on 93, just across from highway 128. Text, message, or FB if you can join us for possibly the last top down (short) drive of the year!!!!!!

PLEASE SHARE - I KNOW I MISSED A LOT ALL CARS WELCOME

Anyone can notify their bunch for an impromptu drive, do it!

Sharon reports; We had a short impromptu drive on Sunday December 6th, as it was perfect top-down weather - sunny and 60s. Texts, FB, and messages were sent in case people were free. Andrew and Kitty drove their TR6, joined by their friends in an Audi TT, with a sweet puppy. Richard drove his Jag with pup Siobhan, who woofed at people and dogs as he drove. They met Sharon and Lucky the dog in Suzie Spitfire along highway 93, and drove into Boulder, up Flagstaff mountain (a great twisty climb - clear roads but snow on the sides), then a brief stroll at Gross reservoir before driving back. It was a perfect afternoon with great company.



Photos by Kitty Janiesch and Sharon Robinson



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TR8 - Your name here
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Board Meetings are held on the 1st Monday evening of each month at 7pm; all members welcome

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71
Dir

January meeting will be online via Zoom Jan 4rth

Musings from the Gavel, by the PM



Greetings to past and present board members as well as our RMTC membership. Now starts a new chapter: 2021. What will the new year hold for us as a club? As a physician, I suspect more of the same for the next few months. Board meetings will be held via Zoom for awhile, and potentially some monthly meetings as well. The fact that the vaccines will become available sooner than later gives me hope that perhaps by late spring, we, as a club will have the chance to return to pre-pandemic activities! Face-to-face meetings, drives, perhaps hands on shop time. What a blessing that would be, considering February, 2020 was our last actual meeting at Piccolo's. Yes, we did have a few drives and many thanks to the various individuals who chaired those events! Way to step up to the plate to both design and volunteer to guide us on our merry way! Many thanks!

That word, "volunteer"... in a club like ours, that spirit of "volunteering" is paramount on so many levels. I suspect that Andrew Janiesch, our Events Coordinator would be most appreciative to anyone who would like to assist him with events. Sharon Robinson did an excellent job in 2020! If you think back, Sharon was attempting to coordinate many events despite the onset of the pandemic. There's nothing worse than coordinating an event only to see it fizzle due to things out of one's control.

Let's do our best to make 2021 a banner year for RMTC. This is my first time as Prime Minister or President of any club. I will do my best to lead and with the guidance of board members past and present, hope to fulfill the honor. Please feel free to contact me via e-mail or cell if you have ideas, concerns, suggestions, etc. My e-mail may be better: rem10339@yahoo.com, cell: 303-810-3139.

Tally ho! and Cheers! - Richard Martin

JANUARY BIRTHDAYS

Michelle Galins	01/01	Hoyt Sutphin	01/17
Wendy Westwood	01/03	Vic Vigo-Torres	01/17
Mike Jackley	01/05	Brooks Turner	01/18
Daniel Smith	01/05	Catherine Klemm	01/19
Jacque Harjes	01/09	Marla Otto	01/20
Andrew Janiesch	01/11	Sandra Petersen	01/24
Karen Colman	01/12	David Powell	01/25
John Swearengin	01/13	Rita Norris	01/26
Michael Yoas	01/13	Sharon Robinson	01/26
Ric Andersen	01/16	Tyra Moore	01/27
Ben Stern	01/17	Brian Plotkin	01/31
Jack Stern	01/17		

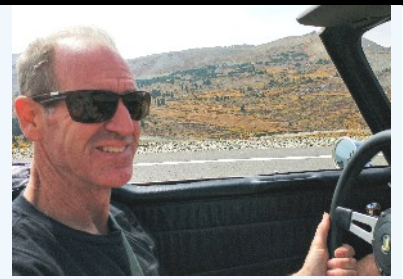
This Birthday list provided by Mike McGuire, 2020 Minister of Membership. Our member count is 122.



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 Andrew Janiesch



JANUARY

Due to COVID19 restrictions, there is nothing officially planned for January. Please remember to check for an email blast for any last-minute drive or activity. If a pleasant weather day presents itself in January, and you would like to coordinate an impromptu drive, please email Andrew Janiesch with the details, so he can help get the word out to our Members.

FEBRUARY

10TH – Drive Your Triumph Day

On Wednesday, February 10th, drive your Triumph and take a photo of your Triumph and the owner if possible, ideally in front of a cool spot, landmark, scenic view, or in your driveway. If it's a snowy day or if your car is in the middle of a restoration, take a photo of it in your garage with the door up and submit it to driveyourtriumphday@gmail.com, along with your name, year and model of car, and location photo was taken (city, state, country). The photos will then be published not only in our club newsletter, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day website: <https://driveyourtriumphday.shutterfly.com>.

If anyone is available to coordinate our club's annual drive on Wednesday, Feb 10th (weather permitting) please let Andrew know as soon as possible.

The following is a list of annual activities we hope to have in 2021. We hope to add more to this list including drives. If you are interested in planning a club drive or activity please email Andrew so that he can get your event added to the club calendar.

MAY

- Spring Car Show

JUNE

- Father's Day Picnic
- ACC

JULY

- Highway Clean Up

SEPTEMBER

- Conclave

DECEMBER

- Holiday Party

Collections Forney Museum <collections@forneymuseum.org>
Nicole Bleau is inviting you to a scheduled Zoom meeting.

Topic: Virtual Book Club Meeting The topic is a bicycling book
Time: Jan 7, 2021 06:00 PM Mountain Time (US and Canada) Join Zoom Meeting
<https://us04web.zoom.us/j/74009818692?pwd=MDMvdWU3eW50MXl4VWxLcU16MGZaUT09>

Meeting ID: 740 0981 8692
Passcode: tk2cAS

Kind Regards, Nicole Bleau
Collections Manager 303.297.1113

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 transportation related 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 January notice at Forney museum 6pm, or just join and read at home www.goodreads.com search [speed reading](#)

RMTC General Announcements

There was no December board meeting, other than some informal coordination among the board members for housekeeping items. That included crossover meetings between new and outgoing board members to insure ongoing matters are tracked.

The January 4th board meeting will be a Zoom video meeting. Incoming and outgoing board members will discuss ongoing business. Members are invited to join board meetings, please contact any board member for the Zoom login information. Depending upon how long COVID19 precautions are in place, and until we can find a new meeting place, we may also try a general meeting over Zoom video at some point. Please forward any comments you may have to any board member.

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!

RMTC Treasurer's Report

This report is available for inspection at the Board Meeting and at the General Meeting, or by special request.



Rocky Mountain Triumph Club 2021 Board

Prime Minister - Richard Martin

Vice-Prime Minister - Eric Malewska

Minister of Letters - Bob Mott

Treasurer - Jeff Heller

Events Coordinator - Andrew Janiesch

Minister of Membership - Kitty Janiesch

Newsletter Editor - David Durstine

Regalia Officer - Bill Gillespie

Newsletter Publisher - Tom Willson

Webmaster - Andrej Galins

RMTC Membership Report, November/December 5, 2020

Total RMTC Membership is 122 to date.

- Received one new membership for November and received one new membership in late October. This brought our membership up to the 122 for the year. For all the major problems we have had this year due to COVID-19 mess, it really has been a great year for new memberships.
- While getting the 2021 Membership Directory updated with our newly elected Minister of Membership (Kitty), I found that one of our members had been deleted from the membership roster. I have since corrected that discrepancy. With that being corrected and with all the new members we now have 122 members.
- The Membership Roster is now up to date, and as of this report no new members have been received from Andrej or through the mail system.
- I just wanted to tell all of you that it was a pleasure to be on the 2020 board with all of you. I had a lot of fun doing it, just wish that things could have been better. But all and all I think we did a pretty good job keeping everything going for the club. All we can do at this point in time is to hope and pray everything gets much better next year and we can all get back to having fun together again.

RMTC Minister of Membership
Mike McGuire

British Cars course at the University of Denver's Enrichment Program

This spring, join Shawn Bowman and William Taylor in a virtual course on British Cars for the University of Denver's Enrichment Program. One of the sessions will be live-streamed from the Forney Museum! For more details on the course, go to <https://universitycollege.du.edu/enrichment/> click REGISTER FOR WINTER/SPRING ENRICHMENT CLASSES, and put British Sports Cars in the search window.

Forney members receive a 10% discount for the course. To receive the discount code

email collections@forneymuseum.org

Thanks to Kitty Janiesch who forwarded this information.



Glenn McWilliams
303.518.2353
glenn@garagecondos.com

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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

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

Submit adds at ROCKYMOUNTAINTR.ORG

For Sale & parting out a 1971 Triumph TR6

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 Cell 720.391.1294

11-20

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.

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



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

RMTC MEMBER PROFILES, Reported by Kitty Janiesch

Sharon Robinson, 2020 Events Coordinator & Andrew Janiesch, 2021 Events Coordinator

Did you know that Sharon Robinson and Andrew Janiesch share a few things in common, other than serving multiple terms as RMTC Event Coordinators? Here are some fun facts: 1. Both have January birthdays 2. Both own/owned Miatas 3. Both love Triumphs!

Sharon joined RMTC after she purchased her second Herald, whom she named, Harriet the Herald. Sharon stated, "I wanted to find a group of like-minded Triumph loving people - this club could not have been more welcoming and kinder, there are lots of opportunities to get involved, and a ton of events, especially drives - it's a really fun group!" For those of you who may not know Sharon, a few years ago she traded Harriet the Herald for her current driver, Susie the Spitfire.

One of Sharon's favorite memories is when she and her friend Debbie were driving Harriet the First - a 1967 saffron 13/60 Herald back from a weekend in Paris. It was evening, and they were rushing to make the last ferry to Dover, when Lucas the Prince of Darkness struck and all Harriet's lights failed. They started driving a bit slower, the top was down, and every time a car or lorry came towards them, or from behind, Sharon's friend Deb would pop up and flash a torch at them! Sharon recalls, "It was a bit hairy but we made the overnight ferry, and it was just starting to get light when we left Dover and headed home to London. My words of wisdom, always carry a torch if you drive a Triumph!"

Sharon maintains that there are a ton of classic cars in various price ranges that she would love to own, from the sleek lines of a Bugatti to her absolute favorite, a 1950s BMW Isetta, and everything in between. For those of you who know her well, know she loves quirky cars and that's what lead her to purchase her first Harriet the Herald back in the 1980s (it was between the Herald and a Nash Metropolitan). That's when she fell in love with Triumphs.

[Profile continued on the next page](#)



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

**SIGN UP FOR THE CLUB MEMBERSHIP AT: 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, continued

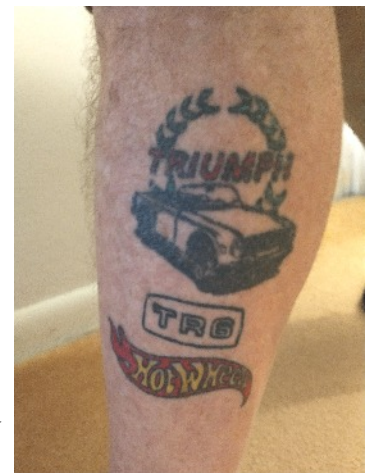
Sharon Robinson, 2020 Events Coordinator & Andrew Janiesch, 2021 Events Coordinator

Andrew grew up in Smithtown, NY, on Long Island, with a Dad who was a Ford man. However, his neighbor across the street had a Damson colored TR6, the neighbor next door had a black XKE and the neighbor up the street owned a red, convertible XKE. Andrew's eldest brother, Bob, when he was in college, purchased a 1973 Maple colored TR6 and his other brother, Rick, brought a blue 1971 MGB when he was in high school. At the same time Rick's best buddy bought a 1973 Maple colored Spitfire.



At this time Andrew was immersed with British cars and in love with them. When the time came for Andrew to buy his first car, he and his dad looked at a couple of TR6's. Andrew's dad, after experiencing and fixing his brothers' British cars, steered Andrew away from British car headaches. In 1981 when Andrew was in high school, his first car was a 1973 Plymouth Duster. The only thing in common between the Duster and the TR6 is that they both had an inline six-cylinder engine. Everything after that was the same as day & night!

In 2001, Andrew finally became a Triumph owner. He purchased a 1971 Laurel Green Triumph TR6, followed by getting his first Tattoo of his TR6. The car needed some body work and interior work. Once that work was done, Andrew and Kitty have enjoyed driving the TR6 to all different types of events – from local drives, to out of state car events. They recently drove 800 miles over 3 days for charity. In 2007, Andrew bought Kitty a 1980 TR7 and quickly discovered it was not a TR6. He finally understood where Dad's "British Car Headaches" attitude came from. After 3 years and only putting 100 miles on it during it's final year, he sold it.



Andrew joined RMTC in 2001 and his first event was the 2002 club banquet. Andrew has served on previous boards as Events (2 times) Treasurer and Vice Prime Minister and is looking forward to our 2021 events! It is his sincere hope that we all stay healthy and can resume club activities and enjoy socializing with RMTC Members soon.



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

The Saga of the Ever Changing Spitfire, by Mike Jankowski

(Mike wrote this for us when I requested a story "When a Triumph was your daily driver"...Thanks Mike!...*Editor*)

When I got my last Spitfire 1500 in 2008, it was two years before I had it roadworthy. Even that was a bit of a stretch, as on my first drive it blew the head gasket, that I'm sure was an original from when it was built in October, 1977. When it was roadworthy again I had no top nor had I finished the passenger seat re-upholstery job. So I drove it with a tonneau cover and a Winnie the Pooh travel umbrella in case of rain. At least I had the passenger seat finished shortly after I started driving the car. But it must have been a sight, me rolling up to a stoplight, and as I slowed down, this Winnie the Pooh umbrella popped up over me, and when the light turned green, I'd get going and collapse it.



The good news is I did get a top after a few months, but since it was slightly used (free is always a good price though), the quarter windows would tear. So I became adept at using clear shower curtains and FedEx packing slip sleeves to effect repairs. That got me by for a while. Finally I went from a tatty black top to a fine tan top. I chose tan as it is much cooler in central Texas summers. And falls. And Springs. Imagine my excitement when the first rain came! I'll be dry! Draft free! Comfy! Well 1.5 out of 3 is not bad I guess.

There was no draft anymore. I was mostly comfy. Except water would seep through along the windshield header between the top and chrome header rail. Of course it had to drip on my left leg just above the knee. Frustrating? Yes! Beaten? Not even close. Because I like to suffer, I spent an afternoon driving through a touchless car wash to see what exactly the problem was. Aside from me being a stark raving loon, that is. But it was worth the close to \$45.00 I spent. I did have a very clean Spitfire as a bonus. Though I was quite damp.



I ascertained that the top wasn't sealing tightly enough. So I drove straight over to Lowe's and bought some shower door sealing strip. Since at the time, I drove with the top down a bit, I didn't want to affix the seal to the header rail, so I instead put it on the top frame. Voila! No unsightly seal with the top down and only \$20.00 worth of car washes later I had proven to myself that it worked perfectly. But why were my feet soaked?

I never did fix my feet getting wet issue in torrential rain, but I dealt with it by just turning the heat on maximum. If the harness didn't move too much and splay the crucial fuse blades apart enough to kill my tach, wipers, directionals, and heater blower. I fixed that by crafting a wiring harness support behind the fuse box with some IT cable holders with adhesive bases. And back up zip ties. Always use back up zip ties. I used them on throttle linkage as back up retaining clips. Part of it was I loved the bright green color they were and thought it looked neat.



However, along this fine path my all brown Spitfire was backed into at a traffic light, so I put a white bonnet on it. Then the soft top was just too hot in Texas summers and I installed my hardtop I had in the garage. That was pretty ugly so I took a day to prep it, then masked it, then put twin dark blue stripes on it with white as the main color. Add some heat/sound insulation and it was many degrees cooler in triple digit temps. Of course I had to make a rear window out of Lexan, since it had no rear window, but that was a short afternoon project.

After about 2 years the white bonnet hinge mount on the passenger side began to tear, so instead of patching and welding, I put my extra blue bonnet on. Of course I was concerned with being seen, so I slapped on some reflective white tape for "whiskers". Sadly I didn't really measure (or measure at all) so they weren't symmetrical. But they did the job, and I drove the car this way for the last 2 1/2 years I had it. I also took off the luggage rack, the dealer had installed it with self tapping sheet metal screws, bowing the trunk lid at the mount points. I opted to go the easy way and put on a yellow trunk lid I had lying about. It's no wonder my car was christened "Patches" at one of the VTR Regionals I was competing in.

Through all this I covered 112,000+ miles in Patches over 9 years of driving him. I enjoyed the journey, but wish I was able to get him all one color before I sold him. He now resides in Dallas with a very loving owner. It did weigh on me to always have the "Diamond in the Rough" car, though. Which is why the Triumph I recently bought is all one color and has a finished interior. Stay tuned.

(Hey there readers!...do you have a story of "When a Triumph was your daily driver", send it to me!...*Editor*)

Ralph Malewska found this article on several automotive news websites. Liz Reed also forwarded a similar article. This version was copied from the New York Times. Your Editor has an MR2 same type as mentioned in this article, and can confirm how much different the handling is from his TR4, and our Outback (which does have nannies)

Driving Older Cars: Light on Tech, Heavy on Fun

“There is no nanny system. It is just you and your steering wheel and your right foot and the road.”

By Christopher Jensen, July 2, 2020

Cars have never been more tolerant of the bone-headed driving mistakes — like speeding into a turn — that decades ago were likely to cause a crash. But there are drivers who still prefer the challenges and potential perils of the machines of the past, feeling that they provide a more pure driving experience. There is a direct connection with way-back machinery that makes driving more satisfying, even though it isn't easy, said Chris Seely, who owns a 1971 BMW 2002 sports sedan that is more than twice his age.

“The handling feel is so direct that you feel engaged no matter what speed you take a corner,” said Mr. Seely, 22, who lives in Kirkland, Wash.

Driving older machinery requires an understanding of handling that is harder to acquire now, thanks to superior vehicle engineering, including safety features like electronic stability control, which tries to stop a skid and put a vehicle back on course.

But there is an appealing simplicity to older designs that do not rely heavily on computers and are “just mechanical engineering,” said Robert Jones, an administrator of a Facebook page for owners of the Toyota MR2, a widely admired sports car with the engine just behind its two seats. Mr. Jones suspects that most people don't understand the attraction of older machinery. “It gets lost in translation,” he said. It's a secret language among driving enthusiasts.

“You have to have a much higher level of respect for the car,” he said, “because the car doesn't have anything to save you. There is no nanny system. It is just you and your steering wheel and your right foot and the road.”

Cars didn't have an instinct for self-preservation in 1969, when I learned how quickly things could go wrong. By an amazing coincidence, that knowledge coincided with my Rover 2000's smashing backward through the Texas sagebrush. The Rover was my first car. It was a gift from a family friend, and I adored it. I thought we were friends. I never imagined that — given the chance — it would literally turn on me.

At the time, I was stationed at Fort Hood and belonged to the Sports Car Club of Fort Hood. In a world of muscle cars and pickup trucks, sports car enthusiasts were so rare that even my quirky, rear-wheel-drive 1963 British four-door was welcomed.

My untoward, rearward event occurred the first time I drove at the club's small, twisty track. I was heading into a sharpish left-hander, took my foot off the gas and touched the brake pedal. Oops. Suddenly the car snapped around and I was going backward, bouncing through scrubby bushes.

This was stunning for me and — as sometimes happens with these things — hilarious for everyone else. The downside was the simultaneous shattering of a taillight and my self-image. Cars of that era — and for decades after — often had less-than-friendly handling characteristics, waiting for the unwary, the unskilled or both.

In the case of the Rover, I found out that the source of my mortification was what's called trailing-throttle oversteer: Using the brakes (or sometimes just lifting off the gas) in the middle of the turn would take some of the weight off the rear tires, causing them to lose grip and making the car spin.

(Continued next page)

Driving Older Cars, continued

Trailing-throttle over steer was not unusual in rear-wheel-drive vehicles of the '60's and '70. A driver who understood it could make the car turn more sharply. Here's how: In the turn, lift off the gas so that the tail moves to the outside of the turn. That points the nose deeper into the turn. Get back on the gas to stop that movement. So whether trailing-throttle over steer was a safety defect or not depended on the driver's expertise.

"It is a matter of taste as to whether that is a feature or a bug," said Chris Erodes, a professor of mechanical engineering and co-director of the Center for Automotive Research at Stanford University, where he teaches vehicle dynamics.

"That can be a tool in the hands of a skilled driver to be able to adjust the attitude of the car and potentially get into the corner a little bit faster," Mr. Erodes said. "It is an example of something that, in skilled hands, you would want to have. In unskilled hands, it could be dangerous."

Faced with the choice of providing driver satisfaction for the few versus safety for the many, the auto industry opted for safety, Mr. Erodes said.

But driving those old vehicles comes with the weight of mastery.

"The modern systems do so much, but in the old cars, you are the driver. You are in charge. You've got to know what you're doing," said Phil Bell, the owner of an auto repair shop in Bethlehem, N.B. Mr. Bell has a collection of 28 vehicles, mostly from the '50's, '60's and '70. They include a high-performance treasure, a 1967 Shelby GMT version of the Ford Mustang.

Mr. Jones, who is 40 and lives in Layton, Utah, has owned and cherished a 1991 MR 2 Turbo for 20 years. To him, it is the perfect driving companion. Produced between the 1985 and 2005 model years, the mid-engine MR 2 is revered for its responsive handling. However, that extreme willingness to change direction means it can spin out when pushed hard by an unskilled driver.

Day to day, Mr. Jones drives a BMW sedan. In addition to a well-designed suspension, it is loaded with safety devices, including electronic stability control. "So you kind of feel invincible when you're driving it," he said. "As a driver, you know it has your back."

That's not the case with his MR 2 Turbo.

"You almost get the impression that the MR 2 is really ambivalent as to whether you make it. It is a lot harder to control at the limit," he said. "I've never spun my car. But I know people who have. I let a friend drive it, and he came back with white knuckles because he spun it. Luckily he didn't hurt himself or the car, but he got cocky and he spun it."

People have become so accustomed to cars that are foolproof to drive that Mr. Bell becomes apprehensive when someone who has never driven an old car asks to try one of his.

The old cars don't handle as well as new cars, but that's the fun, Mr. Eely said. His daily driver is a 2000 Audi A 4 Avant, which can be driven quickly through a turn with ho-hum aplomb. Trying to do the same in the BMW is "where you have all the fun" because it feels like driving at the limit, he said.

"You feel much more connected," he said. "As you are going around the corner you can feel the weight shift. It is more dynamic. It feels as if the car itself is telling you when to go and when to stop."

MOSS MOTORS TO ACQUIRE VICTORIA BRITISH

Update provided by Dave Bosh

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

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 will be a meeting on January 6, via Zoom video. As usual, the meeting will start at 7:30 PM. We need to finalize the election of officers for 2021. We have no idea what the Colorado Legislature may take up, but their 2021 session's start has been set back to February. The Council's budgets (which will change from past years) will be discussed. One can attend the meeting via computer or smart phone.

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