

THE VINTAGE TRIUMPH

- MAGAZINE OF THE VINTAGE TRIUMPH REGISTER -



**The VTR Nationals in
LaCrosse, WI hosted by
Minnesota Triumphs
page 18**



**Coverage on
Page 10**

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For Enthusiasts, by enthusiasts
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Golden Quill Award

1984	1990	1991	1992	1993
1994	1995	1996	1997	2002
2003	2004	2005	2007	2008
2009	2010	2011	2012	2013
2014	2015	2021	2022	2023

Vintage Triumph Register

The Vintage Triumph Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. Benefits of membership include a bi-monthly magazine, *The Vintage Triumph*; technical consultants; annual Convention which brings together hundreds of Triumph enthusiasts at various locations across the US; support of local and regional clubs; Triumph regalia; and special rates on insurance for your vintage automobile.

To join, go to the Vintage Triumph Register website, www.vtr.org, or send \$35 for one-year in US (\$45 for Canada/Mexico; \$50 elsewhere – all funds in US dollars) to The Vintage Triumph Register, PO Box 229, Avilla, IN 46710. Information on affiliated local chapters and zones is available on the website as well as being listed on the inside back cover. *Ownership of a Triumph is not a requirement for membership.*

VTR e-mail discussion list: vtr@autox.team.net

Cover

On the showfield at the VTR Nationals Concours d'Elegance car show where Chris Diekman's 1973 TR6 took home the coveted title of Best of Show

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Commentary

This issue starts off with Drew Holliday showing us snap shots that were found in the Mike Cook Archives. Drew did some research and put together a presentation about the Rocket Room.

This last few months have been jam-packed for me and most of

that is in this issue, starting with the Kaster Cup coverage from Lime Rock. I took over 20,000 photos, so choosing which to show was difficult, but I think it came out OK.

The featured article is of the VTR Nationals with the written article coming from host and event

coordinator, Greg Thompson of the Minnesota Triumphs Sports Car Club. I provided photos to accompany and the list of awards. I had an article written, but had the Kastner Cup article at the same time, so Greg really stepped up, once again! 🏆

Editor's Column

by Shawn Frank

The Best Credentials

My lovely wife Tammy, my towering son Ethyn, and I attended the VTR Nationals 2025 in LaCrosse, Wisconsin. None of us had been to LaCrosse, so the beauty of the location was new and stunning. We arrived a day early to make a family trip out of it by trekking to House on the Rock, two hours from LaCrosse, in the daily driver. We left the Spitfire in the hotel lot since all three of us can no longer fit like we used to when Ethyn was much smaller. Tammy always finds "road-side oddities" and that was the best one, so far. Highly recommended.

Prior to our extra outing, leaving the Radisson, this year's host hotel, there were three Triumphs in the lot, one was driven, the other two in trailers. When we got back, however, there were about 30 to 40 Triumphs in the lot and some familiar faces inside the beautiful hotel, set beside the stunning landscape of the Mississippi River and the town that was built around it. We got our registration packet (with beautiful coasters made by my wife, btw) and lanyards to signify who we are and that we belonged there.

Amidst all this geographic beauty, cool cars, and tight schedules, I noticed something that I didn't really pay attention to before and a theory began to build in my head. Almost immediately it dawned on me; like an epiphany so obvious in hindsight. As I was walking through the lobby, midweek, I was talking

to nearly every person that I saw. It was so easy to strike up a conversation and greet people with a warm reception reciprocating from the other end and I think I knew why. I had to test this theory!

A couple of weeks later, I hopped on a plane to Lime Rock Park in Lakeville, Connecticut. I had a Lime Rock Media Hard Card (for my motorsports photog resume) and Media Credentials for my dear friend Erich Hirschberger, who now lives in Raleigh, North Carolina. He drove his Camaro SS and picked me up at the airport where our amazing adventure began. Excited like schoolboys living a dream, we got our media vests and lanyards and walked to the B Paddock where 40 Triumphs were staging for an incredible Kastner Cup weekend, coinciding with Lime Rock's Historic Festival 43. When we walked up to each of the drivers, they saw our lanyards and welcomed us, answered questions, let us video them interview-style, offered us water, and made us feel like we belonged there. That was just within the first few minutes that we were there and that epiphany came to me again like a flashing neon sign this time. My theory has been proven to be true!

I get it now! The things that these two events had in common were lanyards and an obvious shared passion. Those lanyards around our necks were an open

invitation, a badge of clarity, and a sign of common ground. In the glance at a lanyard, I knew that we had a passion in common; in the very least, a mutual interest. There was no hesitation in conversation after that glance. We had an immediate association with each other in the form of a printed paper that shared my reason for being at those events and theirs as well, and a little Triumph symbol was on all of it. Beautiful!

That epiphany: I should treat everyone (regardless of when, where, or why) like they have a lanyard around their neck. I will remind myself every time of our adventures and my observances of said silly lanyard and treat everyone like they have a shared interest with me, because after all, aren't we all just people made of flesh and bone? I will wear my lanyard with pride and greet anyone who wants to strike up conversation, share thoughts, or even simply smile and wave, even if I am not wearing said metaphysical lanyard.

In my opinion, for what it is worth, the simplicity of a lanyard is astoundingly complex and beautifully inclusive. Thank you all for allowing me these adventures! This 10-year-old boy trapped in a 50-something body has been affected by every lanyard wearer I have met. 🏆

Shawn

LETTER FROM THE *President*



Mike Cook Archives Update

As many of you probably already know, Moss Motors in Richmond, VA has been allowing VTR to use some of their warehouse space to store the Mike Cook Archives. With the merger with Rimmer Brothers, Moss has determined that they need the space we're using in order to consolidate their bi-coastal operations into one building. This will necessitate us to locate a new "home" for the archives by the end of 2025.

The Archives currently take up about 400 square feet of office space. The materials include a lot of paper-based products like manuals, fliers, and brochures. There is also a significant quantity of temperature-sensitive materials like photos, negatives, and film. To properly store, we definitely need climate control and at least limited access to the materials.

The Board has been discussing this for months, but we have not had a lot of luck locating a new home. We are contacting a couple of transportation related museums to gauge their interest. We've also reached out to a couple of members who might have at least some short-term space in case we cannot

find a permanent home before the end of the year.

If anyone has an idea of a storage facility, please contact any VTR Board member with the location and contact information.



In December 2022 I bought my last Triumph (does anyone believe that?). One Friday afternoon, I got a call from a club member and close friend, Ray Josey, about a 1957 small mouth TR3 that was for sale for \$600. He was not interested but thought I might be. My first thought was that the front valence alone was worth that if it's not damaged. I called the mechanics shop that he thought had the car to inquire about it.

This guy told me that he knew the guy who was trying to get rid of the car and that the guy was under

the gun to move the car quickly. I got the owner's phone number and called to find out what the real deal was. It turned out the owner was an airline pilot who had a personal hangar at a local airport where he was storing a TR3 that he had wanted to restore. It turned out that the new owner of the airport discovered that he was storing the car, violating the terms of the rental on the hanger. He had until Monday to get the car out of there. I made a cash offer and told him I could pick it up the next day.

The car seems to be mostly complete. It's a rolling chassis with about eight boxes of parts. There are even a few extra parts including extra doors and an extra hood. I really don't want to restore it but would rather sell it to someone who wants to restore it. I could make quite a bit of money parting it out, especially the unique TR3 parts, but saving a rare car like a small mouth 3 is my desire. If you are interested, give me a call. My contact info is in the front inside page of this issue. 📞



News

The Final Season of PittRace

According to sources at Grassroots Motorsports, Pittsburgh International Race Complex, best known as PittRace will be closed by the end of 2025. The 400 acres that contain the world class facility have been sold to a developer. The track started as BeaveRun Motorsports Complex in 2002, located in Wampum, PA 40 miles from Pittsburgh. Current owners Jim and Kathy Stout have owned the facility since 2020 and invested millions into the facility, including infrastructure improvements. The track will honor its remaining 2025 event dates before closing with Hooked on Driving being the last event November 8 and 9, 2025. PittRace confirmed its closure on Facebook on October 1 with the following message:

When the checkered flag is thrown, the green flag is waved for the next race. PittRace has been our passion. We strived to make PittRace a premier motorsports destination. With much thought, Jim and I decided to step away from ownership of the facility. We thank our loyal customers, our dedicated vendors and sponsors, the unwavering supporters, and mostly our dedicated and passionate employees. It has been a fun journey and ride.

Jim and Kathy Stout

grassrootsmotorsports.com

Paul Newman's BSCHoF Plaque Dedication

Paul Newman was inducted into the British Sports Car Hall of Fame, Class of 2025. A plaque was dedicated in his name at Lime Rock Park. Paul Newman always said he was a racer with an acting problem, and

his racing attributes were honored during Lime Rock Park's Historic Festival 43. A plaque for Newman was dedicated to Lime Rock Park from the BSCHoF where it will hang in the Lime Rock Driver's Club in plain sight for all to see. The plaque was dedicated by the Alexanders (Joe, and sons Mark and Sean) acting on behalf of the British Sports Car Hall of Fame.

The plaque was handed off to the ever-famous racing legend Skip Barber himself in front of Scoring and Timing at the Lime Rock Tower. Skip Barber later hung it on the wall of the Driver's Club. Paul Newman described Lime Rock Park as his second home, so the dedication was very fitting and the setting was perfect, surrounded by vintage racers and perfect weather. The plaque dedication added to an amazingly well-organized event, thanks to the hardworking Lime Rock staff.

britishsportscarhalloffame.org

Kastner Cup 2026 Location

At the end of the Kastner Cup 2025 Awards Ceremony at Lime Rock Park's Victory Circle, race director Henry Frye announced the Kastner Cup 2026 location as Canadian Tire Motorsports Park in Bowmanville, Ontario, Canada on Father's Day weekend June 19-21, 2026. Formerly known as Mosport, it was the location of the first Kastner Cup in 2003, with Jack Drews awarded the Kastner Cup for the first of a long stream of brilliant racers that are now scribed on the side of the coveted trophy. This will be the 24th running of the Kastner Cup race. It will coincide

with the Vintage Automobile Racing Association of Canada's VARAC Vintage Grand Prix 2026 as a stand-alone race for Triumph and Triumph-powered racecars. The hosts of the Kastner Cup races are the un-organization called The Friends of Triumph, a group of Triumph racers from all over the world. Details are still to come and you can follow along at:

www.kaskastner.com

www.kastnercup.com

www.varac.ca

VTR Newsletters of the Year Criteria 2025 - 2026

I have developed a point system to fairly appoint the five Newsletters of the Year. This is calculated by newsletters received in the time between annual VTR National events. I am no longer differentiating between printed and digital newsletters, and they will all be scored the same. If you would rather send your newsletter to me digitally, I will take it. Scoring is at the discretion of the Editor of The Vintage Triumph Magazine and will not be disclosed.

The criteria is as follows with description of how points are calculated:

- *Newsletter sent* = 30pts

- *Presentation* = up to 35pts based on: (*consistent)

VTR Membership ad = up to 10pts (this is very important)

Local club website mention = 5pts

Events listings (local, regional, national, worldwide) = 5pts

Sponsorships and advertisements = 5pts

For Sale (classifieds) = 5pts

Color photos in classifieds = 5pts

Frequency (*consistent, 4 or more in a year) = 5pts

Club Participation based on:

Multiple Contributors = 5pts

Local event coverage = 5pts

*consistent - four or more issues with at least two meeting the criteria

Moving?

Let the VTR know so that you don't miss an issue of The Vintage Triumph. You can change the address yourself by just logging in to your profile page, very useful if you maintain more than one residence. Or, notify Membership

Director, Dick Birch, PO Box 229, Avilla, IN 46710

or email Dick at: birchtr6@gmail.com



The Standard Triumph Rocket Range *a Mike Cook Archives entry*

by Drew Holliday

With the assistance of VTR's Mike Cook Archives, I am going to give you a brief history of how Triumph went about producing vehicles in the 1960s, from the production line to the assembly hall. We have a collection of images to show exactly how the cars became the finished item, rolled through the water test bed in Canley, and onto the ship for delivery to the US. This article will focus on the TR4 to early TR6 production, the informa-

tion will not be correct for TR2 and TR3 production because of factory consolidations that happened in 1960.

The journey started in Liverpool, at the Speke #1 plant. This facility was purchased by Standard Triumph in early 1960 for the purpose of building the TR4 and subsequent TR250 and TR6 body shells. The plant was operated by Hall Engineering, which produced bonnets and fenders for the Herald. Triumph

upgraded the facility to produce complete body shells for the Herald, Vitesse, and TR4. The facility eventually housed three production lines and an overhead transport system to move the finished bodies around. One production line was entirely dedicated to rectification, fixing or repairing poor and improper work performed on the other two lines.

This facility was also where the bodies were sprayed with an anti-corrosion paint, a white primer, and

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the finished color. A completely painted body would be baked in a continuous oven to cure the paint and then was allowed to cool. Bodies were painted as assembled units. Small shims were placed in the fender gaps to allow for the fender beading to be installed once the paint had been cured.

When the body cooled, the shell was fitted with about 90% of the interior and exterior trim. The key pieces left off were the front carpets, forward and rear transmission tunnel, and windshield. These trimmed bodies were then fitted with the body number, the small aluminum tag on the firewall. This body number was used to track the unit as it moved through the system from the day it was keyed into the computer to the day it rolled off the finished line.

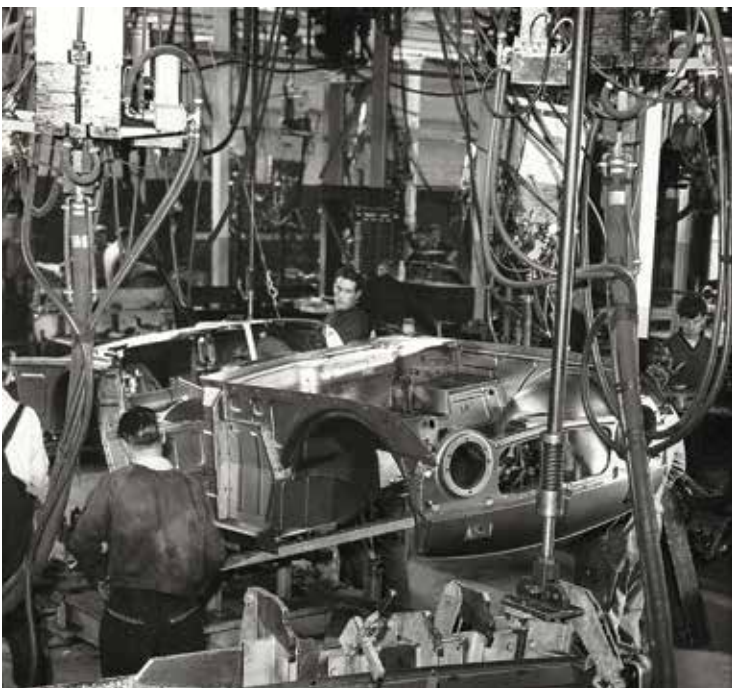
This would be the case for cars produced from ~1960 through 1970 when the Speke #2 plant came online. The #2 factory took over the TR6 and Stag paint and finished work. The mostly finished bodies



would be transported by a large truck called a Commer Maxiload. These transporters became known as 'Bunny Wagons' and they employed covered sides and large racks which could hold 12 body shells at a time. By mid-1962, a bunny wagon was leaving Speke every hour of every working day, bound for Coventry. The trip from Woodend Ave to Tile Hill Ln was 110 miles. When the bodies arrived, they were

loaded into the 'New Assembly Hall' which was also completed in 1961 and became known as the 'Rocket Range' due to its largely increased production capacity.

The Rocket Range was constructed in such a way that the finished body shells were loaded into the ceiling of the factory where they were moved around on a track system which interacted with the steel jig in which the bodies were





fitted. The Rocket Range was a very large area that could easily house a few hundred bodies of multiple types. This area was managed by a computer, and an employee would look at a black and white screen to verify that the correct body was coming out of the ceiling to meet its chassis.

The bodies were picked up with a large claw and lowered down to meet the chassis as it moved forward on the floor. It took no less than six employees to ensure proper mating of the two structures. Once the pieces were mated, the windshield, wheels, and remaining interior pieces could be fitted. If the car was a hardtop model, the hardtop



section would also be fitted at this point. Unlike the previous TR3s, the TR4s had their bumpers installed at the factory, not the dealer.

With the primary assembly of the car completed, they had to be briefly tested before being parked for shipping. Coolant, fuel, and oil were all installed which allowed the car to drive through the water test area at the end of the production line. Porters would then drive the cars to storage lots nearby until they were ready to be shipped. 🚗





The 23rd Annual Kastner Cup at Lime Rock Park's Historic Festival 43 August 28 - September 1, 2025

Presented by the Friends of Triumph and VRG Vintage Racer Group



Kastner Cup Champion 2025 #80 David Gott 1962 TR4

Total time: 21:15.501

Best lap #8 at 1:04.232

The Kastner Cup is awarded differently than most any other motorsports trophy in existence. The recipient is not always the top performer. The decision is based on 25% presentation of the car, 25% enthusiasm in vintage racing, and 50% of the decision is weighed on the performance of the car and driver on track. The formula was laid out by R.W. "Kas" Kastner himself, long ago when the Friends of Triumph concocted an idea to make

a race to attribute the man himself and to recognize the accomplishments that Kas made in and for motorsports and Triumph competition. He always said that his choice for the Kastner Cup was always the driver that exceeded the limitations of their equipment.

I am proud to announce this year's Kastner Cup Champion as David Gott! A well-deserved awarding, as I got to see better than most through my lens of the smooth, fast lines, a fine-tuned car that sang as it blazed by, and a driver that

showed skills needed to claim the coveted Kastner Cup trophy! He truly exceeded the limitations of that four-cylinder as he passed a V8, out-drove a more experienced driver or 30, and rose to the top with generational support and perfectly calibrated skill.

David commented after the race, "First of all, what an honor to be awarded the Kastner Cup! Imagining my name next to my Triumph heroes and friends (and sometimes both!) is super special! I'm truly humbled and honored at

the same time. It's not my fault. I was in competition in a TR2 months before I was born and learned to be a flashlight holder for Dad before I could talk very well. I often tell people that ask about racing a Triumph, 'Its half working on them (for enjoyment of course) and half racing them that is fun, and the other half is the community!' I've learned a lot about community while racing Triumphs over the last several years, and that has become the most important element in racing for me!"

Congratulations to David Gott, our 2025 Kastner Cup Champion!



SITTING ON THE HILL AT LIME ROCK PARK

A Kastner Cup Adventure By Shawn Frank

40 total Triumph entries: (x7) TR3/TR3A, (x8) TR4/TR4A, (x6) TR250/TR6, (x1) TR7, (x1) TR8, (x5) GT6, (x10) Spitfire, (x2) Ambro Specials

I have been trying to think of a way to start this article, so I am just going with it and you're coming with me. Settle in, this should come out halfway good, at least. I hope I have enough room. I will tell you how this 10-year-old boy trapped in a 50+ year-old man's body took in the sights and sounds of a life-altering experience, shared with a life-long friend, Erich Hinschberger at a track that has been on the bucket list since that 10-year-old boy was first hearing engines roar, and paying attention.

I don't want to bore you with an elaborate, yet fitting description of the immense beauty of the nature around Lime Rock Park and how the track is exactly the same shape as it was on grand opening day in 1957, or by telling you how well Historic Festival 43 was organized by keeping 300+ vintage racecars flowing through multiple sessions per day onto a race surface that is the third oldest and most historic of all of USA's theatres of speed.

I don't want to lose you while writing how it was blatantly obvious that the whole event was run by a fantastic group of smiling enthusiasts that love to have as much fun as their guests, or the fact that they were amazingly friendly and welcoming, or that the facilities were immaculately groomed and race weekend ready. Safety protocols were precise and posted, keeping everyone safe.

I don't want to annoy you with words about how the silence of the

cold track is very loud, or the flicker of campfires all around shone like the bright stars in the panoramically bright night sky. The laughter that echoed through the trees and mountains pierced the calm that surrounded us, proof that others were sharing in the adventures. Although our shower stories were not great, anyone who has ever stayed the entire race weekend at a racetrack will tell you first, "Bring flip-flops or rubber sandals to the showers." and it usually ends with, "it is all part of the experience. There is nothing quite like it!"

I don't want to draw this out with tales of historic, expensive, and awe-inspiring machines used as they should be, ranging from four-wheel sliding pre-war Indy racers carrying pilots with leather goggles and period-correct race suits leaning their entire bodies nearly out of the car into Turn 7's Downhill to a Carroll Shelby raced MG that was rebuilt for vintage racing conquering the Paul Newman Straight that wasn't straight. From a Kurtis driven by a Commendatore, to nearly priceless Bugattis thrown slideways in Big Bend, or pedal cars built to replicate the Beast of Turin, and the list goes on. 300+ racers brought out celebrities like journalist heroes of mine, Tom Cotter and Mike Joy, both were racing their own cars and enjoying the fun like everyone else. With all of that being said: Here we go.

Thursday at about 5:30pm, I was wheels-down at Bradley International in Hartford, CT and as soon as I could take my phone off airplane mode, I texted Erich to see where he was on his trip from Raliegh, NC, driving his Camaro SS. The timing was perfect, as he was 10 minutes out. Our plan was to check into a hotel and then head to the track bright and early the next morning. We discussed our game plan, ate some dinner, then battled between angst and sleep.

Packed up and ready for the new day, our first mission was to make

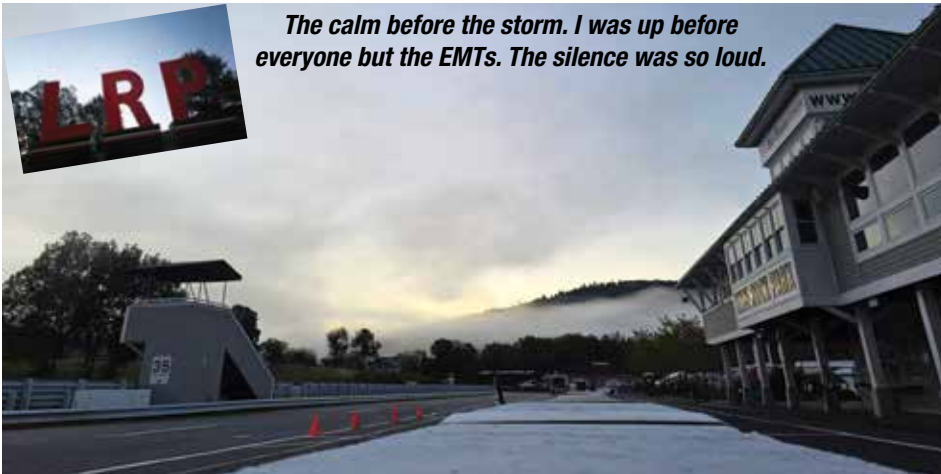


it to the track before the Media Photographer's mandatory meeting at 9AM, where we would get our vests after they walked us through where to go, where not to go, and the safety procedures and policies of the track and the workers set in place to keep everyone safe. Orange vests in hand and my Lime Rock Media Hard Card, they gave us the codes to the gate padlocks and sent us on our way.

While walking towards the B Paddock, where most all of the Triumphs were, I told Erich that the first day, even if it is only practice, was what I called "spray day," meaning take as many photos as you can and as many angles as you can, because these cars have some age, so you never know when they will stop coming around for another lap. I set him up with one of my Nikons with a long lens and told him that he couldn't fill up the memory card. Erich was with me in 2019 for the Kastner Cup at Buttonwillow and he kept saying that he wished he'd have taken more shots then, so point and shoot, he was set up. I told him that if he thought it looked cool, snap a photo because someone else would as well.

We wanted to first check in with





The calm before the storm. I was up before everyone but the EMTs. The silence was so loud.



the team that offered us a place to crash, in one of their RVs. We walked up to the B Paddock space occupied by the #65 Budd's Garage/Lomita TR4A team, owners Tonya and Lyman Scherer and driver Dave Riddle and his wife Lori, all the way from Arizona. Lyman and mechanic Hunter were prepping the 1965 TR4A for action as Dave was suiting up. They seemed to have the car dialed in, now to get the driver familiar with the momentum-based track.

I asked Lyman a few questions and found out that the high-compression engine that was supposed to be in the TR4A was still waiting for parts to arrive and the engine that was in the car was the engine from the Baja TR3 and had over 4000 hard-earned race miles on it without a rebuild. The Baja 1000 50th Anniversary offroad race, three Kastner Cup road races, a class win

at Laguna Seca, and countless test days at local Arizona tracks in the Baja TR3. The engine was tired, but Lyman made the trip solo with a race trailer, three 20-hour days with problems along the way, so they were bound and determined to make the best of it and play the cards that had been dealt to them.

I always feel like we are in the way in the paddock, so Erich and I just floated around for a bit. We got to video a few things for Facebook including a few interview style videos like David Gott telling us his favorite corners pre-Kastner Cup, Jason Ostrowski talking about the history of the track, and even caught Mike Joy, famous announcer, TV personality, and full-fledged car nut and he let us ask some questions on video which turned into a Mike Joy interview with our team's Dave Riddle, just after we found out the previously mentioned tired



David Gussack led the field the entire weekend. Outside the Downhill



Tim Cook's 1980 TR8



The field blazed by at the Uphill Corner before West Bend



Henry Frye chasing down Dave Riddle on the Sam Posey Straight

THE VINTAGE TRIUMPH

engine threw the rear of the camshaft through the block. Oh, what a heartbreak! The worst thing and it happened in Qualifier 1 on Saturday, down the Sam Posey Straight. A couple of racers saw flames. Dave saw smoke, cut the fuel, cut the engine, and their race was done. Owner Lyman Scherer shrugged, slapped a magnetic pan on the crippled racecar, and rolled lobe #8 in a mangled chunk of what used to be a camshaft and said, "That's racing! Here my Kastner Cup trophy. That's an expensive one." He took it better than I would have.

The next day was the car show, and I feel that it is an entire story on its own, but I assure you that it was incredible. I don't have the room to describe how incredible, as it deserves that. Sadly, Erich would have to leave after the immense car show on Sunday due to a scheduling conflict, so we decided that to close out the day and our team accomplishments, we would meet on the hill for a beer and a hard-earned break from two days of running. We found two chairs on the hill that overlooked the Lefthander and Righthander off into the Paul Newman Straight.

That beer, that peace, the quietness of the track as we observed from the hill was again very loud. I'm not sure when I will see my friend again, so we soaked in the sound of birds and got to talk, decompress, and debrief. He was right beside me in California when I got to interview Kas Kastner and Peter Brock in front of the TR250K and he was here again for this weekend. We got to compare these incredible events as we laughed and took in the moment. It was one of those things that will live in my head forever. We saw some really cool things together on this trip, also. Not just the cars or racing, but other things like the night sky that seemed to surround us, the kid flying on his motorized scooter around and around the skid pad, Dave's cinnamon rolls and cookies,

the kindness of Tonya and Lori, the entire team's passion for the 'man vs machine' sport, their hospitality was second to none, the list goes on. As I write this, Erich and I are ironing out plans for Canada, next year. Regardless, the Trackside beers were a proper farewell, and I am glad that we got that chance. All of the rest is cool stuff, but the relationships are the best things to take from these events, the racers, the crew members, buddies that meet you at the airport for a weekend of crazy coolness, all the people you encounter along the way.

There was so much that I almost forgot that I still had one more day and it was way more packed than Friday, Saturday, or Sunday, and I was doing it solo, but armed with my two cameras. I had to be at the Driver's Club at 8AM to meet with Joe Alexander and his sons Mark and Sean to go over their schedule to officially dedicate the plaque from the British Sports Car Hall of Fame for Paul Newman, Inductee Class of 2025. The plan was to hand the plaque off to Mr Skip Barber himself. I had the last Kastner Cup Qualifier late in the morning and then I made it back, just in time for

the official dedication of the beautiful BSCHoF plaque that will hang in plain sight in the Driver's Club at Lime Rock Park. I believe Mr Barber even hung it on the wall, as well.

The Kastner Cup was scheduled to start after lunch and the Ragtime Racers session. That was where my schedule got really hectic. Right after lunch, the Triumphs started lining up in the staging area before the false grid. I needed to ask Hunter if he could park the golf cart in the false grid so I could stand on top for the group photo. I forgot to ask if he could wait for me to do a traditional walk-through of the guys getting ready. I have found that I get a lot of thumbs up and that makes for a great video. As I saw Hunter drive away, I realized I would have to beat a bunch of racecars over to the False Grid on foot. Like Buttonwillow, I ran as fast as I could to the False Grid, jumped up on top of the golf cart, got about 150 shots, then jumped down and rode the golf cart to Big Bend inside before the green flag, but I made it!

I'm not sure how I accomplished it all, but I got multiple angles from multiple corners throughout the weekend. I was so honored to be



Paul Newman's British Sports Car Hall of Fame plaque dedication to Skip Barber



Outside the Righthander



Inside Big Bend



Outside the Downhill

included in this spectacular event. I kept being introduced as the Kastner Cup photographer, I now have a Hard Card for Lime Rock Media, I met celebrities like Mr Skip Barber, David Hobbs, Tom Cotter, Mike Joy, and had an amazing time with the unorganization called the Friends of Triumph. Even the drive to return the RVs was an adventure where I learned that Dave Riddle apexes everything, including a shopping cart. Lyman is a certified Ferrari mechanic and pulled donuts in F40s when they were new. So many stories, so many smiles.

Kas Kastner Performance Awards

Kastner Cup - Dave Gott, TR4
Amici Award - Jason Ostrowski
TR2/TR3 - Joe Boruch
TR4 - Tony Drews
TR250/TR6 - Henry Frye
TR7/TR8 - Tim Cook
GT6 - Alex Amys
Spitfire - David Gussack (race winner)
Triumph Powered Spec - Vic Schuster

Autodromo Spirit of the Event Award - Alex Amys
Sponsor Award - Western Penn Triumphs Association WPTA
Sponsor Award - GoodParts, Inc
Sponsor Award - Alexander Racing Enterprises
Honored Guests - David Hobbs, Skip Barber

Finishing Positions:

P1 - #88 David Gussack
 1963 Spitfire 21:03.030
 P2 - #44 Tim Cook
 1980 TR8 21:10.265
 P3 - #80 David Gott
 1962 TR4 21:15.501
 P4 - #18 Thomas Brown
 1963 Spitfire 21:15.513
 P5 - #29 Henry Frye
 1968 TR250 21:17.659
 P6 - #40 Robert lang
 1973 TR6 21:24.066
 P7 - #83 Alex Amys
 1970 GT6 21:25.482

P8 - #17 Joseph Boruch
 1957 TR3A 21:35.701
 P9 - #144 Alex Schlesinger
 1977 TR7 21:43.686
 P10 - #27 Jason Ostrowski
 1969 GT6 21:57.394
 P11 - #195 Tony Drews
 1963 TR4 22:32.109
 P12 - #114 Philip Gott
 1965 TR4A 21:05.553 (17 laps)
 P13 - #57 Vic Schuster
 1957 Ambro 21:34.433 (17 laps)
 P14 - #73 Walter Hollowell
 1970 TR6 21:35.773 (17 laps)
 P15 - #67 Robert Kramer
 1962 TR4 21:36.066 (17 laps)
 P16 - #97 Brendan Alexander
 1960 Ambro 21:36.754 (17 laps)
 P17 - #197 Sean Alexander
 1962 TR4 21:36.774 (17 laps)
 P18 - #96 Todd Redmond
 1958 TR3A 21:38.886 (17 laps)
 P19 - #14 John Frymark
 1968 GT6+ 21:39.990 (17 laps)
 P20 - #7 Mike Harmuth
 1963 Spitfire 21:43.595 (17 laps)
 P21 - #82 Lorne Fritz
 1959 TR3A 22:03.737 (17 laps)
 P22 - #146 Greg Thompson
 1963 TR4 22:06.936 (17 laps)
 P23 - #9 Tony Garmey
 1959 TR3 19:27.541 (16 laps)
 P24 - #142 David Cutter
 1964 Spitfire 21:19.313 (16 laps)
 P25 - #61 Claude Gagne
 1966 Spitfire 21:22.781 (15 laps)
 P26 - #28 David Amys
 1963 Spitfire 16:18.740 (13 laps)
 P27 - #180 Mathieu Huovinen
 1974 Spitfire 17:13.951 (12 laps)
 P28 - #75 Thomas Podmore
 1971 TR6 12:23.007 (9 laps)
 P29 - #53 Pat Darrow
 1965 Spitfire 10:19.045 (8 laps)
 P30 - #132 Rick McCurdy
 1957 TR3 11:22.208 (8 laps)
 P31 - #86 Mark Wheatley
 1962 TR4 7:30.593 (5 laps)
 P32 - #19 Jeffrey King
 1972 GT6 5:03.701 (3 laps)
 P33 - #6 Jaime Horner
 1971 TR6 7:15.482 (3 laps)
 DNS - #608 Jacalyn Amarosa
 1959 TR3
 DNS - #36 Richard Brown
 1964 Spitfire

DNS - #151 Jesse Darrow
 1965 Spitfire
 DNS - #612 Chuck Gee
 1967 TR4A
 DNS - #901 Kevin Gosselin
 1963 Spitfire
 DNS - #37 Scott Jansen
 1968 GT6
 DNS - #65 Dave Riddle
 1965 TR4A

Race Director Henry Frye's recap:

We were invited, we showed up in force, and we put on a great show for both the FOT and the world. I want to thank everyone who came and supported the event. Racers, crew, and friends. Putting on a Kastner Cup takes teamwork, and while I might have been seen as the guy pulling the strings, every one of you who was there, even in spirit only, were important to the cause. You folks make it all work, as we know, a club without active members isn't worth all that much. For me, one of the coolest parts of any KCup weekend was getting to meet and spend some time with our FOT brethren. This event gave us ample opportunity to really get to know some of our racing friends, and I hope everybody took full advantage.

We had been planning on doing the awards ceremony at Triumph Central, under the tent by the Alexander paddock. We had 50 minutes from parking our cars after the race to start the presentation. I was informed the track wanted to do the presentation down in the A Paddock at the winner's circle with about a half-hour to go, and Skip Barber would be attending! So, our team sprang into action, circulated the word around the paddock, our stuff was loaded into cars and shuttled down. I gathered my thoughts, got cleaned up and ready for the presentation, and found the winners circle with maybe 10 minutes to go. I got introduced to Skip Barber, we figured out how this was all going to work, then I heard someone say David Hobbs was there. I turned to

THE VINTAGE TRIUMPH

see David Hobbs getting out of his golf cart, walking over, we were introduced, and he asked me "What do you want me to do?"

I had known he was going to be there for maybe 30 seconds at that point! The notes I had jotted down for how the ceremony was to flow at this point were pretty meaningless, and it was time to wing it. Hopefully it didn't come off as haphazard as it seemed in my head! But heck, I got to introduce David Hobbs, and that will probably be the highlight of my racing career!

One of the event sponsors was Autodromo and they present a fine watch to a participant from each group that embodies the spirit of the event. I was told the guy who does the presentation for Autodromo was on track at the moment, so I was asked to do the deed. While I don't think I had their spiel down all that well, I was proud to present the watch to my new racing buddy, Alex Amys!

I had to be reminded to announce the location of the next Kastner Cup, silly me as I am going to do this all again for next year. We are going to Mosport, currently known as the Canadian Tire Motorsports Park, in Bowmanville, Ontario, Canada. The home of the very first Kastner Cup. So, mark your calendars for Father's Day weekend, 2026 and get your passport updated. 🇨🇦



Joe Alexander and the Friends of Triumph racecars on the False Grid of Lime Rock Park for the Kastner Cup 2025



The Friends of Triumph



*Past Kastner Cup winners:
L to R - Tony Drews ('23), Mark Wheatley ('15), Henry Frye ('22), David Gott ('25), Walt Hollowell ('24), Chuck Gee ('07)*



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The Mississippi River Rally

The Vintage Triumph Register Nationals and North American Triumph Challenge 2025

By Greg Thompson

Photos by Shawn Frank

La Crosse, Wisconsin is a stunning place. The VTR National's host hotel The Radisson, La Crosse was set right beside the Mississippi River and the town had quaint and abundant shops within walking distance. The rustic, yet modern feel is perfect for adventures and discovering something you couldn't find at home. Triumphs were sprinkled throughout the town, and all had a wave and a smile.

As the co-chair of the 2025 VTR National and North American Triumph Challenge event held in La Crosse, Wisconsin, I want to extend my gratitude to those that attended to make the event a big success. This was the fourth VTR National the Minnesota Triumphs Club has hosted since 1998 and five of our planning committee members were part of one or more of the previous three. That experience goes a long way in the planning and implementation of an event. I want to thank our core group and the 40 other club members that staffed all our events.

After accounting for last minute no-shows and walk-in registrations, we had 174 cars and 295 people in attendance that stayed at three

hotels within a few blocks of each other. We served 260 at the banquet, which was the perfect count as the hall was just below the maximum allowed. Those in attendance took part in the normal VTR minimum required events with a trolley tour, some boat rides, and an eagle center tour as well as a lock and dam boat tour to round out our schedule. If you missed our event, you missed out on experiencing what I've been told is one of the top venues for a VTR National by someone that has been to all of them.

What you also missed at the banquet was an emotional story of my Triumph journey starting in 1977 with the purchase of a rusty Spitfire that would be a donor car for my first driver, a 1965 Spitfire. Triumphs have been a part of my life ever since. My wife Carol and I have attended all but three of the VTR nationals since our first at the 1995 event held in Rockford,

Illinois. After enjoying the VTR in Texhoma, Texas and seeing all the hard work others had put forth, I wanted to give back to those who gave and set an example to those that haven't. So, with the support of the Minnesota club, in 2018 I chaired the event in La Crosse and because of its success, I had many people petition me to return there. So, I decided to do one more.

I became emotional because of an email I received from Bob DeLucia regarding the 2027 VTR National. Usually by this time there is a club that has shown interest in hosting and that has yet to happen. So, at the banquet, I made an emotional plea to the two or three people in the room that have thought in the back of their mind "I could run one of these shows," to step up and move forward. If not, we may not have a VTR National to attend and yes, it starts with one person saying we can do it! Please step up!



The stunning scenery of LaCrosse



Parking lot views



Our gracious hosts, The Minnesota Triumphs faithful. Such a well organized event!



Registration went smoothly



Experts and specialists made light work of a problem on Tim's TR7



The Wedges had quite the attendance, as usual



*Above: The Parking Lot Patrol guarded the cars and grew in numbers each night.
Right top: Red and yellow Stag owners holding Red and Yellow Stag Jim Beam.
Right bottom: Registrant #1 Irv Corey and Registrant #2 David Liss.*

It's In the Books!

Once again, the Minnesota Triumphs faithfully showed up to put on a fabulous show, and they should all be proud. Thank you to all that came out to be the face of our club. I cannot begin to tell you how many folks thanked me for all the work you all did. If you read this too fast you may get out of breath!

I was stunned by how many people checked in on Monday as things didn't really start until 1pm on Tuesday. When registration opened at 10am, there was quite a line, but things went smoothly. As more people arrived, the line stayed constant but moved quickly. The club purchased a credit card reader, and it was immediately put to use, as the pile of extra T-shirts we ordered quickly depleted and eventually were all gone.

The "Family Von-Anderson" assembled and executed a wonderful Funkhana, and thankfully no one was executed at the hatchet throw! Yes, they employed hatchets sharper than most peoples' carving knives. The evening culminated in quite the spread chosen by the Berg's and Bisanz's.

Wednesday was all about driving and I was told that both the TSD and the poker run were set on some fabulous scenic roads. Our own MG driving rally master Clarence Westberg, set up the TSD and Brandon Baker dealt some fun roads and quirky navigation notes, but no one complained, even in the rain. During the rain, Larry Berg held a tech session under the hotel entry portico that garnered quite the crowd. The weather cleared just in time for the afternoon boat ride that Carol and I were on. People were delighted

at the sight of roosting eagles and amazed that a swinging train bridge built in 1901 was still in operation. Dinner was on your own and the day ended with yet another cruise on the La Crosse Queen.

Thursday had no shortage of things to do. I was in Winona by 7am to meet up with the La Crosse SCCA autocross group that laid out a great course that challenged the mostly novice group like me. Shortly after a group of about 25 cars led by David McNamara drove through heading up to Wabasha to tour the Eagle Center followed by lunch and then across the river to lock and dam #4 for a tour that included riding on the lock gate as it opened. Simultaneously in La Crosse there was a trolley tour arranged by Pat Kessler followed by tea and a tour of the historic Hixon House. Guided dinner runs to several local restaurants were followed by an awards ceremony to give out moving event awards and the culmination of the auction where we once again put the new card reader to use.

Friday was the Concours at Goose Island Park. The weather was perfect as was the location. Joe Bisanz scheduled a food truck to add to the festivities and all in attendance loved the day. During the judging, Angela Woosley and Libby Nickel held a talk they called "The Art of the Navigator." We ended Friday night with a plated sit-down meal followed by awards. As usual, our club gave out many awards, including to many of our own members.

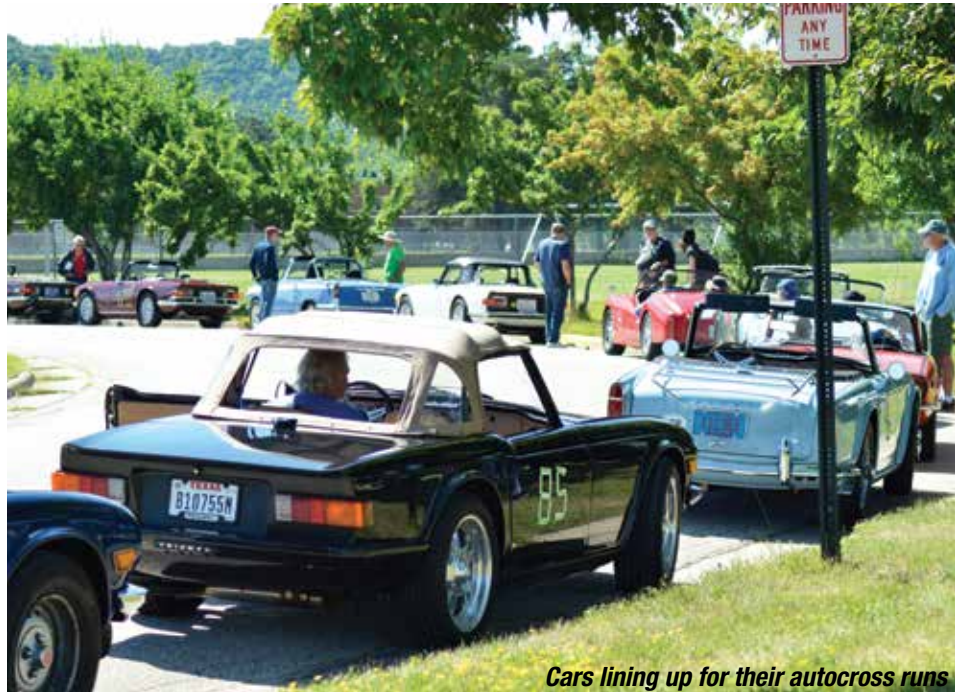
The real star of the show was the location! They do say location, location, location, and in our case, it is certainly true. Many restau-

rants within walking distance, great roads and scenery, and things to do for all. So, you may ask, how many asked me when we would be hosting again in La Crosse? There were quite a few!

So, I am sure most of you are clamoring to know where next year's VTR will be so you can add it to your calendar and start planning. It will be in Kerrville, Texas October 14-18 at the YO Ranch. Yes, that is the site of recent devastating flood, all the more reason to go. Yes, it is a bit of a drive at 1239 miles from my home, but 17 cars came up from the collective Texas groups so we should get at least eight to go down there.

Now for a subject that has been bothering me since 2018 and to my knowledge never brought up in a public discourse although talked about in private settings. I would like to speak to those that had booked a room for the event and cancel in the last two weeks and implore they not do it again. On May 29th, we had 130 rooms booked in our block at the host hotel, and on the 8th of July, it was down to 111. I am not referring to those that booked a hotel room, registered for the event, then had a medical issue or a family emergency. We happily refunded six registrations to those folks, and I wish them well. I am talking to the 12 that canceled in the last two weeks! I don't know all of their stories, but if they were serious about coming, they would have registered. That prevented 12 people that wanted to be in the host hotel from being there. I know of one person that has a slight disability that did not get a room in time and decided not to

come at all because of this. Room blocks usually expire 30 days prior to the event, so any room that is canceled goes back to the hotel's pool of rooms at the higher rate and in our case, booked to other non-Triumph guests. Instead of a lot full of Triumphs, we had construction trucks and SUVs everywhere. There is also a financial downside for the host club as some hotels give credits for every room booked that is used for room rental fees. Did this kill our event? No, but it would have been better for at least 12 of our guests, your fellow VTR members, and I truly feel bad for those 12.



Cars lining up for their autocross runs



David Massey 1980 TR8



Rick Lockman 1968 TR250



Greg Thompson 1964 TR4



The Iowa British Car Club members in attendance



*Drew Holliday 1969 Spitfire
Fastest Time of the Day*

THE VINTAGE TRIUMPH

Funkhana Results:

1st – Drew Holliday/Gate Golden
2nd – Scott Picha/Gary Kline
3rd – Denise McGuire/Julie McGuire.
Most hatchet points (3 hatchets) – Steven Darr.
Most fish points – Chuck McGuire, Chris Hanna, George McCracken, Vincent Cooper

Poker Run Results:

1st – Anaconda Winner
2nd – Randy Dunn
3rd – Erick Langreder

TSD Rallye Results:

1st – Mike Piggott/Drew Holliday
2nd – Cecil Wise/Mia Gans
3rd – Bruce Preston/Gene Kimball

Autocross Results:

LTS Ladies TR2/TR3/TR4 (Slight Mod):
-Denise McGuire 1959 TR3A – 64.627
-Julie McGuire 1958 TR3A – 65.573
-Kaye Gmur 1963 TR4 – 89.272
LSS Ladies TR250/TR6/GT6 (Slight Mod):
-Kim Welter 1972 TR6 – 67.267
-Nancy Money 1976 TR6 – 82.882
LFS Ladies Spitfire/Herald (Slight Mod):
-Reese Krajniak 1964 Spitfire – 67.651
-Melody Laurel 1980 Spitfire – 78.410
LSM Ladies TR250/TR6/GT6 (Moderate Mod):
-Lindsay Faussauer 1975 TR6 – 63.212
-Heather Garfinkel 1974 TR6 – 67.481
LTX Ladies TR2/TR3/TR4 (Extreme Mod):
-April Moore 1960 TR3A – 61.054

****Ladies Fastest Time of Day****

TS TR2/TR3/TR4 (Slight Mod) Class:

-Tom Davis 1960 TR3A – 60.395
-Tim Timmons 1961 TR3A – 62.283
-Joe Kueper 1960 TR3A – 64.512 +1
-Bob Kessler 1957 TR3A – 68.651
-Will Daehler 1963 TR4 – 77.104
-Chuck McGuire 1959 TR3A – 79.092
-Joe Garcia 1960 TR3A – 87.889 +1
-Forrest Shields 1961 TR3A – 108.800

SS TR250/TR6/GT6 (Slight Mod) Class:

-Ken Brooks 1974 TR6 – 63.610
-Todd Thurman 1975 TR6 – 63.756
-Richard Weyland 1968 TR250 – 64.557
-Kevin Golden 1968 TR250 – 66.932
-Mark Firnhaber 1969 TR6 – 69.414
-Art Graves 1976 TR6 – 71.511

FS Spitfire/Herald (Slight Mod) Class:

-Matt Krajniak 1964 Spitfire – 59.480
-George McCracken 1978 Spitfire – 60.914
-Shawn Frank 1971 Spitfire – 63.873

PS TR7 (Slight Mod) Class:

-Brad Lynn 1980 TR7 – 58.656

VS TR8 (Slight Mod) Class:

-James TenCate 1980 TR8 – 61.689
-John Clifford 1981 TR8 – 62.093
-Daniel Buchen 1980 TR8 – 90.393+1

TM TR2/TR3/TR4 (Moderate Mod) Class:

-Greg Thompson 1964 TR4 – 59.573

SM TR250/TR6/GT6 (Moderate Mod) Class:

-Jeremy Dearing 1971 TR6 – 55.475
-Jackson Galloway 1973 TR6 – 56.212
-Jacob Garfinkel 1974 TR6 – 58.217
-Robert Swafford 1976 TR6 – 60.075
-Michael McPhail 1976 Spit6 – 63.204
-Larry Faussauer 1975 TR6 – 63.357

FM Spitfire/Herald (Moderate Mod) Class:

-Tim Hanna 1980 Spitfire – 59.859

PM TR7 (Moderate Mod) Class:

-Scott Picha 1979 TR7 – 68.682

VM TR8 (Moderate Mod) Class:

-David Massey 1980 TR8 – 54.330
-Larry McDonald 1980 TR8 – 63.120
-David Brost 1980 TR8 – 77.819

TX TR2/TR3/TR4 (Extreme Mod) Class:

-Evan Moore 1960 TR3A – 52.193
-Stu Lasswell 1960 TR3 – 53.134
-Craig Lenicke 1957 TR2 – 61.590 +1

SX TR250/TR6/GT6 (Extreme Mod) Class:

-Cecil Wise 1966 Vitesse – 57.026
-Rick Lockman 1968 TR250 – 57.556
-Michael Maienza 1974 TR6 – 60.752
-Leon Baehre 1976 TR6 – 62.086

FX Spitfire/Herald (Extreme Mod) Class:

-Andrew Holliday 1969 Spitfire – 50.385

****Fastest Time of Day****

-Michael Schlundt 1972 Spitfire – 51.470
-Michael Piggott 1966 Spitfire – 52.607
-Chris Lee 1972 Spitfire – 62.384
EXH Extreme V8 (Extreme Mod) Class:
-Creig Houghtaling 1977 TR7 – 55.167



Craig Lienicke 1957 TR2



Cecil Wise 1966 Vitesse



April Moore 1960 TR3A

Ladies Fastest Time of Day



Jacob and Heather Garfinkel 1974 TR6



*Concours
d'Elegance
Best of Show
Chris Diekman
1973 TR6*



Will Daehler and Kaye Gmur 1963 TR4



David Zink's 1970 Stag



*Participants' Choice
Best of Show
Bob Kessler's
1959 Standard 10 Estate*



The show field at Goose Island Park



THE VINTAGE TRIUMPH

Participants' Choice Car Show Results:

Participants' Choice Best of Show:
Bob Kessler 1959 Standard 10 Estate
TR2/TR3: 1st – Bob Kessler
2nd – Stu Lasswell
3rd – Craig Leinicke
TR3A/TR3B: 1st – John Reynolds
2nd – Adam Voigts
3rd – Julie McGuire
TR4/TR4A: 1st – Jerry Moehnke
2nd – Ed Ott
3rd – Will Daehler
TR5/TR250: 1st – Michael Halikowski
2nd – Rick Koch
3rd – Scott Huff
TR6 Early: 1st – Eric Langreder
2nd – Mark Firnhaber
3rd – Malcolm Baxter
TR6 Late: 1st – Dennis Coon
2nd – David Liss
3rd – Don Koch
TR7: 1st – Bruce Clough
2nd – Mike Gorman
3rd – Creig Houghtaling
TR8: 1st – David Brost
2nd – Tim Buja
3rd – David Massey
Spitfire: 1st – Shawn Frank
2nd – Matt Krajniak
3rd – Michael McPhail
Special Interest: 1st – Cecil Wise
2nd – Bob Kessler
3rd – Terry Telke

Concours d'Elegance Results:

Concours d'Elegance Best of Show:
Chris Diekman 1973 TR6
Showroom Stock Classes
TR3A Late: 1st – Forrest Shields 394.5
2nd – Chuck McGuire 390
TR250/TR5: 1st – Todd Tweedy 376.5
2nd – Todd Whitenack 361
3rd – Kevin Golden 319
TR6 Early: 1st – Wayne Morris 386.5
2nd – Richard Riemersma 363.5
TR6 Late: 1st – Tom Thurman 397
2nd – Joe Souchery 377.5
3rd – Brad Lynn 369.5
TR7: 1st – Tim Langreder 391.5
2nd – John Depaemalaere 386
3rd – Brad Lynn 369.5

TR8: 1st – Randy Tess 375
2nd – Gary Klien 341
Stag: 1st – John Gauldin 379
Special Interest: 1st – Jack Gleason 386
2nd – Paul Higley 371.5

Modified Touring Classes

TR6: 1st – Chris Diekman 396
2nd – Alan Davis 393
3rd – Jacques Welter 389
Not TR: 1st – Steven Darr 398
2nd – Melody Laurel 382
3rd – Vincent Kueper 374
The Mike Class: 1st – Mike Sabelhaus 379
2nd – Mike Gorman 376
3rd – Mike Seigmund 361.5

Modified Prepared Class

1st – Michael Maienza 398
2nd – Rick Lockman 396
3rd – Drew Holliday 325

Senior Awards:

Jimmy Glidewell 398.5
David Zink 397.5
Larry Sanderson 397
Denise McGuire 396
Jeff Gilmer 393.5
John Meier 381
Cynthia Charlton 368

Preservation Awards:

Chris Diekman 397
Art Graves 397
Tom Huelsenbeck 397
Daniel Buchen 390
Jack Schmelyun 389
Rodney Fletcher Jr 388.5
John Meyers 380
Jay Holekamp 368
Nancy Money 364

Newsletter Awards:

-Trials and Tribulations
Minnesota Triumphs Sports Car Club
-Triumph Tribune
Triumph Club of the Carolinas
-The Ragtop
Hill Country Triumph Club
-The Bluebonnet
Texas Triumph Register
-Snic Brraaapp
Illinois Sports Owners Association
Website Awards:
-Capital Triumph Register
-Central Pennsylvania Triumph Club
-Positive Earth Drivers Club
-Triumph Sports Car Club of San Diego
-Western Pennsylvania Triumph Association

Photo Awards: 1st – Cecil Wise

2nd – Bruce Preston

Craft Awards: 1st – Kate Golden

2nd – Tom, Lee, and Joe Kueper

Model Awards:

1st – Cecil Wise and Mia Gans

2nd – Drew Holliday

Club Participation Award:

Illinois Sports Owners Association
with 21 members

Longest Travel Award:

Denise McGuire from Melbourne, Australia

Special Awards:

Ken Richardson Challenge Award:

Denise McGuire

Charles Macartney Award:

Adam Voigts

Dennis Riley/Bill Wood Challenge

Award: Jim TenCate

The Carolinas Cup Award:

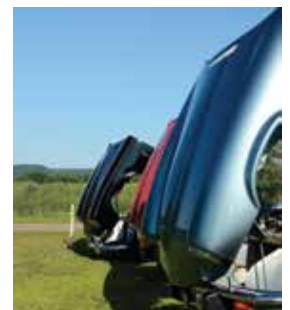
Drew Holliday and Kate Golden

George Rabey Award:

Jeff Gilmer and Mary Deeg

Sweat Equity Award:

Jacob Garfinkel



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Richard W. Birch, Managing Editor *Richard Birch* 09/14/2025

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Mike Would Know

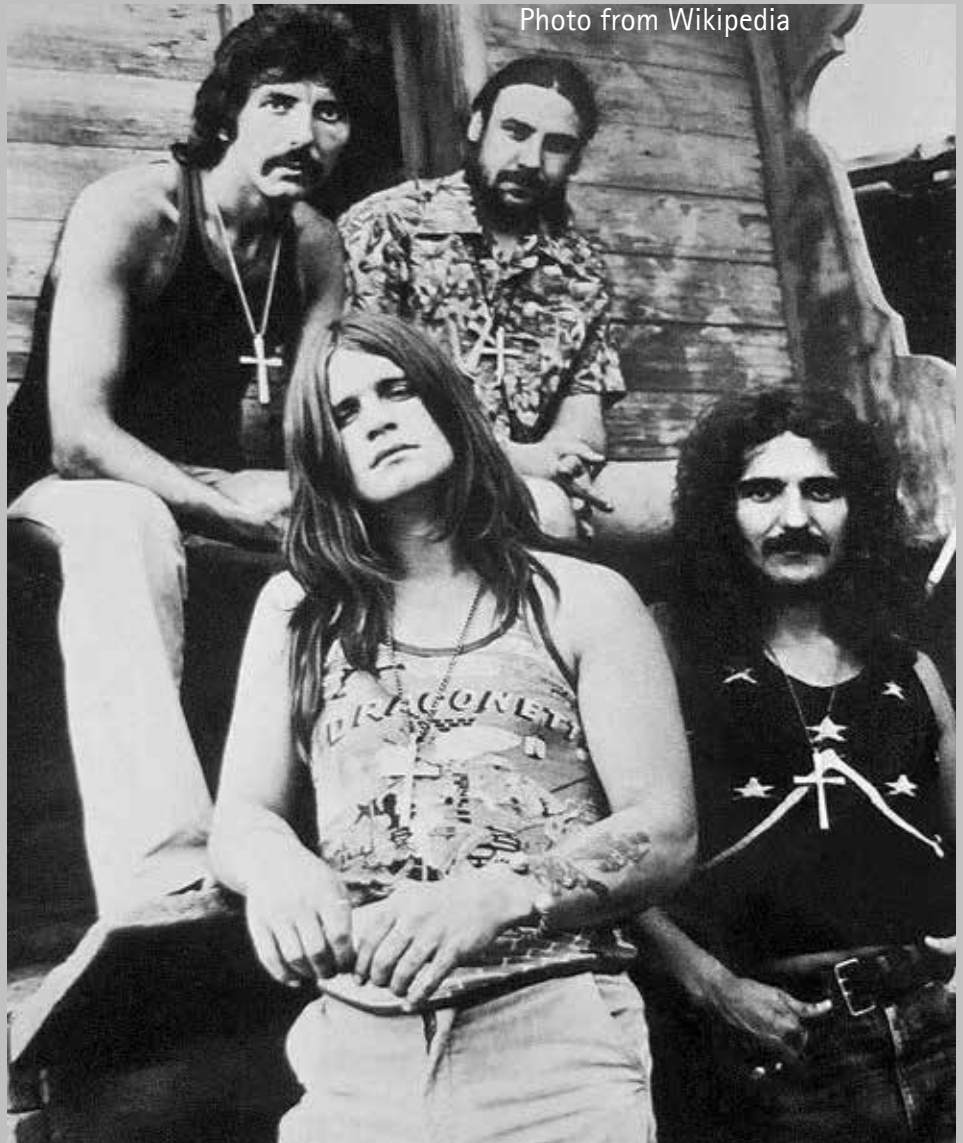
By Shawn Frank

Mama, I'm Coming Home

Most know that the world lost a music powerhouse when John Michael "Ozzy" Osbourne died on July 22, 2025, two weeks after his final performance and the very last time with his famous band Black Sabbath (Ozzy Osbourne, Tony Iommi, Geezer Butler, and Bill Ward) for the Back to the Beginning concert at Villa Park in Birmingham, England, a timely farewell to his fans. If you don't know of Ozzy's career, I want to know where you have been the last 50+ years? Some people really liked his music, some did not, but there is no denying his impact on the music world. He was considered the father of heavy metal and an impactfully brilliant music icon.

Did you know that Ozzy has ties to Triumph? His mother, Lilian, worked at the Joseph Lucas factory, assembling electronics at Great King Street, Birmingham, England's city center, where the Osbournes lived. Not only was Ozzy born when she worked there, but he also worked there himself at 16-years-old as a horn tuner (no joke) until he told his supervisor Frank Linney (father of our own John Linney of Classic Motor Films) that he quit his job to start a band. He told Ozzy that he was worried that he wouldn't have two pennies to rub together.

Obviously, things worked out for Ozzy's long career. He always said that if he included his horn-tuning days at Joseph Lucas, he had always been in the music industry. Also, one more thing; Ozzy's first car was a Triumph Herald. 🚗



In conclusion: The mother of the Prince of Darkness and the Prince of Darkness himself worked for the Prince of Darkness, Joseph Lucas. Did Ozzy ever come home before dark?



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- Record Trace Certificates at reasonable cost: TR2/TR3/TR3A/TR3B. We are no longer able to provide factory trace documents on other Triumph models.
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See the website for additional chapter information.

CHAPTERS

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 Brick Township, NJ 08723

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 www.tractld.org

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 New Jersey
 www.bmcnsj.org

New Jersey Triumph Association
 www.njtriumphs.org

Positive Earth Drivers Club
 www.pedc.org

NEW YORK

Adirondack Triumph Association
 www.ata-ny.org

Greater Rochester Triumph
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Long Island Triumph Association
 www.longislandtriumph.org
 lita-bod@googlegroups.com

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 www.cptc.org

Delaware Valley Triumphs, Ltd
 www.dvtr.org

Western Pennsylvania Triumph
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 www.wptriumph.org

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New England Triumphs
 www.newenglandtriumphs.org

Connecticut Triumph Register
 www.cttriumph.com

British Motor Cars of New
 England
 www.bmcne.org

Southeastern Region

Coordinator: Joe Earnest
 joeearnest@bellsouth.net
 678-778-6175
 3129 Octavia Place
 Atlanta, GA 30340

FLORIDA

Central Florida Triumph Register
 www.cftriumph.com

Gold Coast British Sports
 Car Club
 www.goldcoastbritcar.com

Tampa Bay British Car Club
 www.tampabaybritishcarclub.org

Triumph Club of North Florida
 www.tcnf.org

British Car Club
 of Southwest Florida
 www.bccswf.com

GEORGIA

Georgia Triumph Association
 www.gatrumpth.com

British Auto Owners of
 Middle Georgia
 Ronnie.babbitt@gmail.com

MISSISSIPPI

English Motoring Club
 of Mississippi
 www.msemc.org

NORTH & SOUTH CAROLINA

Foothills British Car Club
 www.fbccsc.org

Southeastern British Motorcar
 Owners Club
 www.sbmoc.com

Triumph Club of the Carolinas
 www.triumphclub.org

TENNESSEE

Tennessee Triumph Register
 www.tennesseetrumpth.org

VIRGINIA

Tidewater Triumph Register
 www.tidewatertriumphs.org

Richmond Triumph Register
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WASHINGTON, DC

Capital Triumph Register
 www.capitaltriumphregister.org

North Central Region

Coordinator: Bob Palmer
 triumphbob@aol.com
 440-796-0104
 500 Marks Road
 Brunswick, OH 44212

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Illinois Sports Owners
 Association
 www.chicagolandtriumphclub.org

INDIANA

Indiana Triumph Cars
 www.indianatrumpthcars.com

Michigan/Indiana
 Michiana Brits
 www.michianabrits.com

IOWA

Quad Cities British Auto Club
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MINNESOTA

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 www.mntriumphs.org

OHIO

Buckeye Triumphs
 www.buckeyetrumpths.org

Miami Valley Triumphs
 www.miamivalleytrumpths.org

North Coast Triumph
 Association
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 groups/693653140692011

ONTARIO, CANADA

Toronto Triumph Club
 www.torontotrumpth.com

South Central Region

Coordinator: TD Hathcock
 tdhathcock@hotmail.com
 Flower Mound, TX

KANSAS

Kansas City Triumphs Sports
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 www.kansascitytrumpths.com

LOUISIANA

British Motoring Club of New
 Orleans
 www.bmcno.org

MISSOURI

St. Louis Triumph Owners
 Association
 www.sltoa.org

OKLAHOMA

Central Oklahoma Vintage
 Triumph Register
 www.triumphsokc.org

Green Country Triumphs
 www.greencountrytrumpths.org

TEXAS

Hill Country Triumph Club
 www.hillcountrytrumpthclub.org

Red River Triumph Club
 www.redrivertrumpthclub.org

South Texas Triumph Association
 www.sotxtrumpthassn.org

Texas Triumph Register
 www.texastrumpthregister.org

Northwest Region

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BRITISH COLUMBIA, CANADA

British Columbia Triumph
 Registry
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MANITOBA, CANADA

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NEBRASKA

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OREGON

Portland Triumph Owners
 Association
 www.portlandtrumpth.org

WASHINGTON

Tyee Triumph Club
 www.tyetrumpth.org

Southwest Region

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 Register of America
 www.dctrtra.org

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 www.sctoa.org

Triumph Sports Car Club
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 www.sandiegotrumpthclub.com

Triumph Travelers Sports Car
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 www.trumpthtravelers.org

COLORADO

Rocky Mountain Triumph
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1961 Triumph TR3A TS69525L. Driven only once for 60 miles, and into garage (covered) since 1974. Restored by a homeowner in 1974. Near SE Cleveland, Ohio. Best Offer over \$10,000.00 Mitchell Buckley, 440-248-4132 or theflyingknight@yahoo.com 213



1962 TR3. Rebuilt motor, beautiful paint, leather seats, removable racing stripe. Receipts for upgrades and repairs done by Macy's Garage, premier TR3 restoration shop. New top, tonneau cover, side curtains, extra set of chrome wire rims with tires. San Antonio, TX \$27,000 Pat Hile 210-365-6041 or path257@gmail.com 213



1964 TR4. Near perfect, no expense spared, multi-year restoration in 2018 by Macy's Garage. 87mm piston and liner set, performance street cam, machined head to 10:1 compression. Priced at a fraction of the restoration cost. Clean title. See by appointment. Asking \$40,000. Call Matt #913-952-6200 205



1966 TR4A Straight Axle. New top and carpet. New brakes with stainless steel calipers. Wire wheels, fog lights, and luggage rack. 55,000 miles, smooth running engine. Has welded frame repairs and could use paint. \$12,500, located in Macon, Georgia. Contact Fred Zampa #478-785-0275 209



1967 TR4A IRS with 98,000 miles. Continuously maintained and stored inside by current owners since 2008. Clean and runs great. \$30,000 obo. Located in Annapolis, MD. Contact s.pugh1689@gmail.com 212



1971 TR6 Unrestored with very few modifications. Very well sorted car. Runs, drives, and stops great. New wheels and tires. Needs a top ("fogged" rear window). Will send pictures and video if you're interested. I just don't have the time to drive it, \$16,500, contact Darold Johnson, darold@dlcejohnson.com or call (314)835-8522. 205



1972 MK1 Stag, OD, Wire Wheels, Hard Top, 77K miles, RUST FREE body, original paint. Nearly completed project. Needs some work. It has a stuck carb float valve, inlet coolant leak, diff leak. Extensive new spares, manuals, and history. Located in DFW TX, Illinois title. \$8,000 OBO. Contact tobywingfield@gmail.com for full details. 211



1973 TR6, Green Metallic/Tan Interior, everything fresh/new, engine, top, paint, interior, mechanicals, brakes, stainless exhaust, oil cooler, spin off filter, titanium fasteners, air-equip lines, nothing spared, 9-year restoration, build pictures available. \$28,500. Peter Heckmann Member#95120, Pietro9400@hotmail.com #602-402-0073, Gold Canyon, AZ.85118 211

1973 TR6 New fuel tank, alternator, battery, inspection, tune up. Lots of extra parts included. 3 tonneau covers, Mota-Lita steering wheel, Superlight Capri gold wheels, California car cover, and more!! Price: \$23,850 Contact Bob (724) 283-3491 or reseibel@zoominternet.net 209



Noncommercial classifieds are free to VTR members. They are limited to a maximum of 50 words. Non-member and commercial classifieds are 25 cents per word. CUTOFF DATE: Ads should be received by the 10th of the month preceding the publication date. Send to Shawn Frank at the address below (e-mail communications preferred).

DISPLAY ADS: Contact Shawn Frank at the address below for the current rate sheet: c/o Shawn Frank, editor@vtr.org, 515-339-4228, 5408 NW17th st, Ankeny, IA 50023



1973 TR6. No rust car. Recent Pimento repaint. New red stripe tires. Black interior. Re-chromed bumpers. Engine rebuilt in car. New rings, rods, oil pump, exhaust valves/seats, valve guides, main bearings, thrust washers. New correct top. Located in West Bloomfield, MI area. Asking \$22,500 Text Steve Speth 248-672-3833 or pwrwgn6@att.net 199



1974 TR6 set up for auto cross, 5k on fresh[original] eng/tranny, lowered, Koni shocks, sway bars, tri-carb, alum flywheel, GP-3 cam, big valves, ported, owned since 2005, stainless steel exhaust. Hoot to drive but OLD AGE forces the sale. Call Bob at 812-232-4777 or razorbobsr@aol.com 200



1974 TR6 Only 7,900 miles on 2015 HVDA 5 speed conversion and engine upgrade to estimated 125-135 hp. Signal Red paint is still show-quality; beige interior and boot cover; limited miles since 2009 full ground-up restoration with 16" Panasport alloys; new tires in October 2024. Only \$28,995 or best offer. Contact David djfowler713@gmail.com or #713-412-0661 209



1975 TR6 powered by turbocharged 2.3 liter inline four paired with 5-speed manual transmission sourced from 1988 Thunderbird. Prior to June 2022, exterior was painted emerald green. Interior refurbished with beige upholstery matching carpet and door panels. JEGS instrumentation includes 160 mph speedometer and tachometer. No rust. \$17,000 OBO Contact joyce.knapp2750@gmail.com 200

Need It Sold?

Advertise in The Vintage Triumph



1975 Triumph TR6, New Frame, Engine rebuilt with triple Weber carbs. New lowered suspension Many new parts (Call for complete list) Good/Safe Track Car. Asking \$35,000.00 Call: (860)-461-6725 email: cwbarber@gmail.com 200



Over \$40,000 in restoration by Spitfire specialist. Upgraded to UK specs: twin SU's, modified head, header, dual exhaust, etc. 5-speed conversion - very quick car. Engine completed 2025: only 1,300 (driven) miles on it. Hardtop & never fitted soft-top. Tan interior & leather seats. Clear Texas title. Need to cover family medical expenses and cut herd/storage in retirement. Asking \$19,995. David Fowler djfowler713@gmail.com 213



1980 TR7, 30th anniversary edition. 5-speed. Originally delivered to California. Ziebart rust proofing applied when new. 89k miles. Starts and runs great. This is not a show car but a very nice daily driver. Miata seats and new tires on 6/3/25. Asking \$7000, contact Dan (708) 476-3923 or DanBelanger99@gmail.com. Located near Asheville NC. 212

Literature

FOR SALE: TR6 Books - Selling several books covering the TR6. Please email for titles and prices. TFJMiller@aol.com

Factory Service Manuals: TR2/ 3/4/250/6/7/ Spitfire, GT6 & Stag, \$44.95-\$54.95 ea. Renown & Mayflower \$69.95. Parts Manuals TR2/3/4/250/6/7/8/Spitfire \$44.95 ea. Owners Manuals: \$19.95 ea. Haynes Manuals, \$17.95-\$34.95. Other books and Manuals also. Contact: Alex Voss, 4850 37th Ave. So., Seattle, WA 98118. 206-721-3077. www.books4cars.com

Back issues of The Vintage Triumph (VTR) Magazine (75+ issues from '07), Healey Chatters Magazine, Healey Marque Magazine, Road & Track Magazine (1950s onward), Sports Car Graphic Magazine (1961 - 1963), etc. Make offer. Pick up or \$.75/issue plus COD postage. Bob Snyder 2714 Haskell Rd, Cuba, NY 14727

Parts For Sale

Black hard top, door panels, and other interior panels for a TR3. Also available is an engine block and transmission for a TR4. Gilman, Illinois. Call Steve for more info #815-993-1083

1964 TR4. parts; complete frame roller, doors, hood, trunk lid and miscellaneous parts. Please contact me with your part needs and will negotiate reasonable price. Contact Chris Macmillan Northeast PA, ptas@ptd.net

TR6 Wheels and Tires 205/75/15 Diamond Back Auburn Redline tires. Sandblast balanced painted with correct Argent silver. Original aluminum beauty rings black center caps with springs and lug nuts. Never mount. Ask \$3200 or best offer. Contact Frank Gallo frankiehandyman@aol.com #678-570-5959.

1973 TR6 seats & tracks, need re-upholstered, \$200, Parting Stag V-8 engine, inquire, TR6 gas cap \$45, NOS British Leyland 8-Track AM-FM-MPX \$475, Late TR6 re-chromed rear center bumper \$450, License plinth for bumper \$100, Rebuilt big brake calipers for TR6 (Toyota) \$100 pr, TR7 parts. Contact Jim Webb webbsclassics@gmail.com 260-519-3492 IN.

TR7 & 8 parts: Black all vinyl seat covers New never used cushions, back rests, shifter boot panel and headrests, headrests are leather \$550/offer. 15" Rota wheels w/ Kumho 205/5015 86V tires. Tires dated 23rd week of 2019 w/lugs and tool all in perfect condition \$900/offer. TR8 Pertronix Flame Thrower distributor. new in box \$325/offer. Buyer pays shipping, tires subject to crating charge. contact Roger Kraemer. kraemer@q.com 651-207-3920 213

1977 1500 Spitfires' parts: J-type O/D + driveshaft; beige interior -seats, panels; windshield/glass, SU carbs/manifolds, professional rebuilt head; newer SS exhaust. Engine upgrade to an estimated 125-130 hp (versus stock 104-106 hp); via total rebuild, fitting: higher (mid) performance cam, rockers, hardened seats, oil pump, fuel pump, belt, 20 over pistons; head shaved for CR and block modified to accept the new pistons; added ceramic coated sump, high torque starter, glass pack exhaust, new shocks, other parts. David 713-412-0661 djfowler713@gmail.com 211

Lots of new/used parts: TR3/4/250/6/Spitfire (& MG). "Like-new" 4x72 spoke chrome wires only \$1,200; set 4 refurbished for show TR6 steel wheels, old Redlines, new trim rings (offers?). New TR6 top \$400; tonneau, weber/SU carbs/manifolds; SS Spit exhaust; new Herald carpet set \$100. MG: period dealer A/C kit \$450, 5x15" mini-lite alloys \$1200; engine/tranny/boxes parts \$350. djfowler713@gmail.com 213

Triumph TR3A engine #TS32387E, also a gearbox case purchased five years ago. No work done. The engine turns, complete with carbs, fuel pump, generator, no starter. Ran in the past. Engine sold "as is" without guarantee. Delivery within 200-mile radius of Dayton, OH for fuel costs. Otherwise, shipping is buyer's responsibility. \$1500 OBO Glenn Hamilton 937-477-3298 glennhamilton46@gmail.com located in Dayton, OH 211



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