Mark asked me to write a good column for my final one. Well, I don’t have any great inspiration, so you will get what you always get here: late-night blather!

That’s why we need to get someone new as president. We need someone fresh with new ideas and enthusiasm.

Even though there will be someone new doing this column next month, I’ll still make the same contributions to the club that I do now. Perhaps I’ll get back to doing things that I have let go last year.

One big thing is membership. Just as soon as we get a new person to write this column (a new president!) I’ll go back to working the membership.

(Continued on page 7)
20 Mar 2012—SLTOA Monthly Meeting, Nicoletti’s Steak & Pasta, 1366 Big Bend

17 Mar 2012—Come join the members of the Gateway Healey Association for a first-ever St Patrick’s Day Brunch. Mimi’s Café, 17240 Chesterfield Airport Rd, Chesterfield @ 10 AM. Please RSVP to Marilyn Salini at msalini@sbfglobal.net or (314)991-9363.

23-24 Mar 2012—22nd Annual New Orleans British Car Show, hosted by the British Motoring Club of New Orleans. Reception, 6-9 PM on Friday the 23rd at the Hampton Inn Elmwood in Harahan, LA. Registration Saturday, Delgado Community College, 9 AM to noon, followed by popular choice voting through 3 PM with awards at 4 PM. All Brit cars and bikes are invited. Information at www.bmcmno.org/CurrentShow/Carshow.php and www.bmcmno.org/MorrisGazette/2012/MorrisGazette2012-SE.pdf.

1 Apr 2012—St Louis Region SCCA Autocross No. 1, Gateway International, info at http://stlsolo.org/info.


17 Apr 2012—SLTOA Monthly Meeting.

21 Apr 2012—First Classic Cars & Coffee of the season, Starbucks at Manchester & McKnight, Rock Hill Plaza (9616 Manchester), 8:30-11:30 AM.

21-22 Apr 2012 – Missouri Endurance Rally & Mini Endurance Trial. Open to all British vehicles built before 1982, $25 entry fee per car/team. Start point is the Hooters of Maryland Heights (11835 Lackland Rd) at 6:30 AM, teams will have until 8:00 AM Sunday to hit all of the mandatory locations, answer the questions and return to the Hooters parking lot. The team covering the least distance wins; teams which return to base after 8:00 AM will be disqualified. Awards ceremony at 8:30 AM. Teams competing in the Mini Endurance Trial will have to return by midnight Saturday. More details to follow, call up the rally Facebook group in the meantime.

22 Apr 2012—Boeing Sports Car Club Autocross No. 1, Family Arena, St Charles. For info, contact Racer Steve at sshab@yahoo.com.

26-29 Apr 2012—South Central VTR Regional, in Tulsa, OK, hosted by Green Country Triumphs. See pg 3.

27-29 Apr 2012—Speedfest at the Classic Motorsports Mitt. Road Atlanta, Braselton, GA. Featured marque is Triumph, commemorating 60 years of Triumph sports cars and 50 years of the Spitfire; the legendary R.W. “Kas” Kastner will serve as Grand Marshall. Information at http://classicmotorsports.net/events/Mitty12/.


26-May-3 Jun 2012—13th Annual British Car Week. Watch here for regional events, for information/nationwide events contact Scott Helms at sportscars@britishcarweek.org.


30 May 2012—British National Car Week Welcome/Kick-Off Event, William J. Clinton Presidential Library & Museum, Little Rock, AR. Event hosted by the St Louis LBC clubs, participating SLTOA owners/cars to caravan down to Little Rock on the 29th. More details to follow including updates at SLTOA monthly meeting.

30 May-3 Jun 2012—British National Car Week National Meet, Hot Springs National Park, AR. Planned first-ever national meeting of all Brit cars and clubs, events include local drives, marque-specific dinners, a riverboat cruise, concours and popular vote show. For more info including the latest updates and full list of events and activities, keep an eye on: www.britishcarweeknationalmeet.org.

1-3 Jun 2012 – 21st Annual Champagne British Car Festival, on the lawn of the David Davis Mansion State Historic Site, 1000 Monroe Dr, Bloomington, IL. Aston-Martin is the featured marque; contact Dave Hauman (309)838-4707 or hauman48@aol.com for more information.


SLTOA membership is only $15 per year if you are willing to read your monthly newsletter on-line or print it out yourself. If you want a hard copy in your mailbox, it is still only $25 per year. That's not even one tank of gas.

Right now it is time to pay your dues for 2012. Or, in the case of about 25 of you, 2011 and 2012. Don Huber has made it so that you can join or renew by paying on-line with Paypal. Or send a check to Don at 5457 Potomac Street, St. Louis, MO 63139-1546. If Joe Guenther is our new treasurer, Don will forward money to Joe. Joe's address will be here next month.

But, don't wait till next month. Pay right now. That way we won't have to go to extra effort to chase you down. If you have any questions if you have paid for 2011, call Don Huber at (314)352-4915, or email him at dhuber7319@sbcglobal.net.

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51st Annual Forest Park Easter Concours d'Elegance
Sunday, 4 April 2012
Hosted by the Horseless Carriage Club of Missouri

Must arrive prior to 10:30 AM, SLTOA members can meet and drive as a group, expect more discussion of preparations at the March meeting.

Event includes the fourth round of the St Louis Triumph/MG Challenge; as always, we need a max number of Triumphs on the lot. Register ASAP via Craig Madsen or Creig Houghtaling, if called, sign up! Group entry fee is $15 per car, you can register in advance via club treasurer Don Huber when you pay your 2012 dues.

Don't forget, annual spring tune-up/potluck in advance of the concours, Saturday at Keith Bester's house/garage, 115 N. Sappington, Kirkwood, sponsored by the Gateway Healey Association.

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The Horseless Carriage Club of Missouri, Inc.
"Rigs That Run"

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Exhaust Notes is the official monthly newsletter of the St Louis Triumph Owners Association, copyright 1998-2012, SLTOA; all rights reserved. Submissions for possible publication may be sent to the editor at the following address; send electronic submissions to racergmk@sbcglobal.net. Exhaust Notes is grateful for all submissions.

Membership in SLTOA is $15 (online subscription to Exhaust Notes) or $25 (mail subscription) annually. Either rate gives you full membership in the club with many chances to meet other Triumph nuts who will help you with your own affliction; either price is cheap. Non-renewal will result in removal from the roster; late renewal will bring immediate reinstatement. Please mail your dues to the SLTOA Treasurer, Don Huber, at 5457 Potomac St, St Louis, Mo 63139-1546.

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VTR South Central Regional Convention
26-28 April 2008

Green Country Triumphs of Tulsa, Oklahoma will host this year’s regional confab in Broken Arrow, OK.

Headquarters and sign-in for the event are:

Holiday Inn Express & Suites
2201 N Stone Wood Circle
(918)355-3200

♦ Thursday: Check-in/registration, welcome reception
♦ Friday: Autocross, driving tours, rallye, funkhana
♦ Saturday: Concours, Participants’ Car Show, Banquet & Awards


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British Car Week National Meet

Opening in Little Rock, Wednesday, 30 May 2012
Main Event in Hot Springs, 31 May-3 June

The organizers are looking for concours entrants; for more information, the schedule and registration, call up: http://www.britishcarweeknationalmeet.org/

Regular updates!

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SLTOA Dues Due!

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In one sense, the 2012 edition of the annual Polar Bear Run served as a repeat of last year’s event: there was some snow on the ground, albeit a light dusting delivered late Friday night which pretty much disappeared by show time.

However, this year’s drive took place under somewhat colder conditions than in 2011, when the temperature hit 50. Those who made the 40-plus mile drive in 2012 faced a high of, oh, 35 degrees, which made top-down driving “sporting” (hey, guess that’s why they’re called sports cars, eh?). At show time – 1130 Sunday, 12 February – at the Starbucks on MO 141 immediately south of the I-44 interchange, the outside temp was 28 degrees, with a slight wind blowing resulting in a wind chill of about 20. For the hardy few who dropped the tops, we were talking scarf, heavy gloves, full face-coverage “springtime in North Dakota” driving. On the plus side, the temps warmed a bit, the sun was out and the roads were absolutely dry.

But, everyone pressed on: about 33 people in 18 cars, with the roster including one TR8; two TR6s; two GT6s; two Spitfires as well as The Notorious Spit6; one TR250; a ’74 Jensen Healey (good grief, yr fthfl ed didn’t know there were any Jensen Healeys in the immediate area); an Austin Healey 3000; three MGBs plus an MGB-GT; two Mazdas including a Miata; and a maroon Mercedes convertible (not sure where the latter came from, perhaps the driver saw the procession and decided to join in).

President Houghtaling went to the trouble of printing maps of the entire route (well, as it turned out, most of the entire route), pre-programmed his GPS and volunteered to serve as the “hare,” leading the pack. The official documentation/chase team of Morgan/Deyermond and Bruce Hamper headed out first to set up photo positions, Bruce in his blue Sprite. The cars departed shortly afterwards to tackle the 39.9-mile course.

Overall, the event went very well and everyone who made the drive had a good time negotiating this year’s route (save for the hare, who at one point called one of the chase vehicles to admit he’d “screwed up”). No major impact there, no vehicles left by the side of the road and no small, cute, furry animals were harmed in the production of this event. After a break at the second and final rally point at a Phil 66 north of Spirit of St Louis Airport, the thundering herd proceeded to Tom and Ann Stark’s for the traditional post-Polar Bear potluck meal.
In and around the post-Polar Bear story-telling, eating and conviviality at the Stark's, someone actually remembered we needed to hold a meeting. Amid the usual cat calls, protests and the sound of several more beers getting opened, President Creig started the festivities at 3:05 PM.

For starters, he reminded everyone that dues for 2012 were due and added we still had a few recalcitrants who hadn’t paid 2011’s dues, but the staff was working on tracking them down. In the meantime, again, the club web pages now features PayPal, which should make prompt and courteous payment of SLTOA’s incredibly-inexpensive-yet-high-value annual dues easy for all concerned. For all concerned, please get your dues in to Treasurer Don and make sure they’re in legal tender (ie, preferably no 円, 卢 or ¥ for that matter).

Concerning the club treasury, the balance is still over 2K but barely, at $2034.75. Income for the month consisted of $96.44, primarily dues, with an expenditure of $11.25 to Creig for the newsletter, for a net increase of $85.19. However, the club’s treasury has steadily declined over the past year; one member noted that part of the reason was the cost of food for last year’s ABCCS. The staff’s looking at various proposals to increase revenue into the club coffers, suggestions from the membership are welcome.

Veep Craig didn’t make the proceedings so we didn’t get an update on the status of the Triumph lineup for this year’s Forest Park Easter Concours, but he is working the issue. With enough cars signed up, we’ll get group entry fees for the participants ($15 vice the standard $25) and, as always, will contribute to SLTOA’s successful defense of the Triumph-MG Challenge Trophy. As always, if anyone has multiple vehicles and needs help with driving and delivery to Forest Park, it can probably be arranged; we’ll discuss it at March’s meeting which is the last one prior to the Forest Park confab. In addition, the club’s working with the event organizers, the Horseless Carriage Club of Missouri, to get the Triumphs and MGs parked closer together this year.

Next up, a spirited discussion on March’s elections. Creig’s declined a second term as president and Don’s announced he’s not available for a second tour as treasurer, so those two positions are up for grabs, along with the vice president’s slot (the secretary/newsletter editor’s agreed to another term in the barrel). Dave Massey said any member could probably run their platform in the March issue of Notes in advance of the election. He added some political wisdom: “Sincerity is the hard thing. Once you fake that, everything else falls into place.”

Dave subsequently announced that that it looked like SLTOA would have a contingent making the trip to Wheaton, II way up by ChiTown on 26 February for the 16th Annual All British Swap Meet & AutoJumble. The group will go up Saturday, pull liberty in Chicago, hit the meet early Sunday and then return to St Louis. Lee Fox noted that most of the good stuff was usually gone by 11 AM, so he recommended a group lunch and then drive back.

The 20 March meeting is tentatively scheduled for Nicoletti’s, with Mike Duffy’s in Kirkwood as a backup.

The meeting officially concluded at 3:25, however, John Maneke followed with an impromptu tech session on the latest work he’s done on his TR250, now officially known as “The Screamer.” For details contact, John (hopefully we can get a write-up for the newsletter). The next discussion centered on the whys and wherefores of buying vehicles, particularly sight unseen (ie, via eBay Motors, Hemmings, Auto Trader, etc), which more often than not involves dealing with “The DPO” (the “Dreaded Previous Owner”).

Finally, Lee Fox announced he was running his TR6 in this year’s Missouri Endurance Rally & Mini Endurance, once again with Bruce Hamper. Hopefully SLTOA will turn out a couple of teams for the event, scheduled for the weekend of 21-22 April.

Our thanks to Tom and Ann Stark for the potluck and use of their house for this decidedly abbreviated monthly meeting.
SLTOA member Don Hiscock is the proud owner of 1962 TR3B TSF202L, which is currently undergoing a full restoration at John Mangles’ All British Auto Repair. He provided several photos about the restoration process (this car is going to look and run good when all is said and done), along with commentary.

The original hand-painted “TR3” designation on the block

Photo of the car in John Mangles’ shop, as panel fit was tested prior to the color coat

Engine and transmission are at Mark Macy’s garage near Dayton, OH, for rebuilding, with 87mm pistons and liners going in as upgrades to the original 83mm, taking it to 2.2L from the original 2L. Hardened valve seats, new rear main seal, uprated cam, the works. I plan to do this only once.

The car’s 50th birthday is April 12, 2012. It won’t be done by then, by a long shot, but there’s a very good chance the engine will be in the chassis and running—Don Hiscock
Majorca (Continued from page 10)

As you know I am proud of my encyclopedic knowledge of the cars from the 50s and 60s, but I must admit I met two today that had avoided me for all of those years.

- Andrew

Mustang with a 7.4 litre V8 shoehorned into it. What a noise!

This one (left) also avoided me but I am quite glad of that. It is a 1960s Czech Tatra T603 with an enormous and greedy V8 as well as 1930s technology in the rest of the car.

One of the Mallorcan guys said it required regular 180 deg turns on the steering to keep it in a straight line and that it could do about 15 miles without breaking down, on a good day.

Wheel (Continued from page 1)

roster. I’ll make sure everyone is paid up and those who do not want to remain on the SLTOA roster will be deleted. We didn’t do that last year. We’ve got people on the roster who have not paid at all last year.

Does this sound like a presidential campaign? Well, in this case it is. A campaign to get someone else to take the reins. There are several people I know of who could do an excellent job. Here are a few who I would nominate: Gary Allgood, Craig Ingraham, Jack Fansher, Joe Mueller, Gail Parentin, Ann Stark, Ron Theel, Steve Street, Tony Panchot, John Mangles, Jesse Lowe, Steve Moore, Don Hiscock, Debra Maneke, or John Maneke. You see, there are lots of people who could do a good job. I’d nominate Joe Guenther, but I’d like to see him help us out by being Treasurer right now. We need someone who can do as good as Don Huber has done for us! So, make sure you show up Tuesday March 20th to vote for President, Vice President, and Treasurer. Mark Morgan is willing to remain as Secretary, but if someone else would like to volunteer, I’m sure we could put you to work. So, show up at Nicoletti’s, vote early and vote often!

So, that brings me back to membership. Please find a special column in this newsletter with details.

We have several special events coming up. April 8th is the Easter car show. This could be the year for the MG club to beat us and show more MGs than we have Triumphs there.

Craig Madsen and I have not made a lot of effort to encourage registration. Don’t let our laziness inhibit a good showing of Triumphs! It’s still only $15 per car. Mail a check to Don Huber and pay your annual dues and your car show registration at the same time.

Jessie Lowe told me he is going to New Orleans for the 23, 24 March New Orleans British Car show. Do we have anyone running the Missouri Endurance Rally on the 21st & 22nd of April?

Dave Massey is trying to get a decent showing of Triumphs to the South Central VTR Regional on the 26th to 29th of April in Tulsa OK. When you go, make sure you the Chronister’s (past SLTOA members) for helping set everything up!

Then there is the British National Car Week in Little Rock Arkansas. Arlie King, John Maneke, Tony Panchot, and I are planning to make the trip. I think Mark Morgan and Chris & Kathy Kresser might be there too. The date is 30 May to 3 June. Mark Morgan will fill you in on more details at our next meeting or you can call up www.britishcarweeknationalmeet.org. The organizers of this event are really going all out to make this an extraordinary event!

See you on the 20th! And even though there will be someone else as president of SLTOA in April, I’ll still be there doing everything I can do.

- Creig
Edward A. DeBrecht, one of the first major importers of foreign cars in St. Louis, passed on Friday, 3 February at Cedars at the JCA in Chesterfield. He was 93.

After returning from a tour in the Army in Southern California in 1946, Mr. DeBrecht opened DeBrecht Auto Repair at 8510 Watson Road, which he later expanded into DeBrecht Imports Ltd. The first cars he sold were Triumph TR3s; in 1956, he added Volvos, making him the fourth Volvo dealer in the United States. A founding member of the Sports Car Club of America, over the years he also sold Sunbeams, Fiats, Lancias, DAFs, Alfa Romeos, Maseratis and Saabs. During the mid-1950s he sponsored a Sunbeam Tiger in SCCA racing at tracks like Road America, driven by Bob Spooner. Ed continued to sell Triumphs into 1980 and then shifted exclusively to Datsuns; he sold the dealership in 1989.

Services were held Tuesday, 7 February at Cure of Ars Catholic Church, followed by interment at Jefferson Barracks National Cemetery. Mr. DeBrecht was survived by his wife of 70 years, Edith, of Webster Groves; sons Steven and David; daughter Susan; two brothers, three sisters and three grandchildren. The family requests donations to Cure of Ars Church in lieu of flowers.

Our thanks to Lee for turning this up this rare opportunity. By the way, it's only 1647 miles to Stevensville, which is on US 93 south of Missoula. Bring a trailer and dress warmly!

And Finally... (Continued from page 10)

Our thanks to Lee for turning this up this rare opportunity. By the way, it's only 1647 miles to Stevensville, which is on US 93 south of Missoula. Bring a trailer and dress warmly!

Law of Mechanical Repair—After your hands become coated with grease, your nose will begin to itch and you'll have to hit the bathroom.

Law of Gravity—Any tool, nut, bolt, screw, when dropped, will roll to the least accessible corner.

Law of Probability—The probability of being watched is directly proportional to the stupidity of your act.

Variation Law—If you change lanes, the one you were in will always move faster than the one you are in now (works every time).

Law of Close Encounters—The probability of meeting someone you know increases dramatically when you are with someone you don't want to be seen with.

Law of the Result—When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics—The severity of the itch is inversely proportional to the reach.

Law of Logical Argument—Anything is possible if you don't know what you are talking about.

Oliver's Law of Public Speaking—A closed mouth gathers no feet.

Wilson's Law of Commercial Marketing Strategy - As soon as you find a product that you really like, they will stop making it.
59 TR3—Excellent condition, 44K miles, complete runs great. Also have a 1960 TR3, needs restoration, very solid, complete; and a 1955 TR3 small mouth, needs restoration, runs, solid. Call (440)546-9121 for details, in Broadview Heights, OH (Hemmings) (1202)

71 TR6—As seen at the 2011 ABCCCS, outstanding condition, $12,500. Call Julie Madsen (314)494-7054 (1110).

72 Stag—Third owner, vehicle runs well, original wire wheels, convertible top in good shape, minor surface body work needed. Looking for a good home, $15,700 negotiable, call (513)607-8597) Cincinnati, OH (Hemmings) (1112)

73 TR6—Porsche Red, runs great, all together save for the instrument panel and the console which need installation, has new top, not installed. In Lake St Louis, make a reasonable offer. Tom Lansdale (636) 561-2452 (1111)

76 TR6—Restoration completed August 2011, new brake and fuel lines, new urethane bushings, all brake and clutch hydraulics replaced or rebuilt. Professionally rebuilt engine, stainless exhaust, new clutch. New carpets, seat foam, vintage radio, VG overall condition. 54K miles, asking $15,000, Coal City, IL (AutoTrader Classics No. 95095) (1203)

76 TR6—Two for parts or possible restoration project, in Godfrey, IL, asking $2500 OBO for both (Craigslist, xcntv-2879106422@sale.craigslist.org) (1203)

76 TR7—Hardtop/FHC parts or project car, no motor or trans, has been sitting a while and needs a lot of work. Previous owner attempted a small block conversion, asking $450, Shipman, IL (Craigslist, 9vjht-2795564251@sale.craigslist.org).

78 Spitfire—Ran like new with fresh motor rebuild when I put in storage; lost the key, sat for 10 years outside, storm put a limb through the top, has rust. Needs restoration or it will provide a lot of good parts for your car. In Ironton, MO, $1500 firm (Craigslist, ucf3j-2826774695@sale.craigslist.org) (1203)

78 Spitfire—Full power train restoration, have owned the vehicle for over a year but am looking to move on. Body is in great condition, has overdrive, call Erik (618)531-0248 for details. In Millstadt, $6500 (Craigslist) (1203)

79 Spitfire—Green/tan houndstooth, 30K miles, overdrive, excellent condition, $7500. Arnold, MO (Craigslist, sf37z-2849729591@sale.craigslist.org) (1203)

For Sale—I have decided after four years and not completing my restoration project, a 1958 TR3, that it’s time to pass the baton.

I will sell the following: 1958 TR3 body, off frame, including RH & LH floor pans, inner and outer sills and running gear, w/ title, $1500. The following parts are all new from TRF, unless otherwise marked: (2) Dayton wire wheels, painted (Moss), $600; (1) wire wheel installation kit, $400; (1) White top, $300; (1) white tonneau, $200; (1) white original Triumph tonneau, still in original plastic, uncleared, $500; (1) dark blue carpet set, $300; blue interior complete panel set, $400; RH & LH seat upholstery set, $500; entire door & cab capping set, $125; dash cover kit, $40; new glove box, black, $25; top frame, used, $250; side curtain frames, used RH/LH, $300

I have a lot of new and used TR3 and some TR4A parts, need something not listed.. Give me a call, I may have it. Jack Edwards (816)591-4351 or jackheidwards@gmail.com (KCMO/1112)

For Sale—72-80 Spitfire 1500 parts, large assortment included 2 transmissions, bumpers (front and rear), doors, windshields and window glass, 1 full hood with fenders/lights/brackets, box of electrical parts (speedometers, gauges, turn signals, etc). Contact K Tibbs for details, tibbsk@yahoo.com (1112)

Wanted—Transmission tunnel cover for a ’72 GT6. Call John at (314)821-4154 or email jj.bush@sbcglobal.net (1111)

Reminder: Exhaust Notes ads generally run for three months but can be extended upon request. If you sell your car, equipment or parts or find a buyer for your items, please notify the editor.

SLTOA’s on Facebook!

WWW.facebook.com/home.php?
sk=group_1344168399268244&ap=1

St Louis Triumph Owners Association

Member, St Louis Sports Car Council

WWW.stlscc.org
Rally in Majorca

NOTE: Our foreign correspondent Andrew Milne made another road trip, this time to the island of Majorca, perched in the Mediterranean. Here's his report, via Craig Ingraham.

I eventually caught up with the drivers outside another nearby restaurant and the first I interviewed, in my official capacity as the European correspondent of the SLTOA, was the owner of a 1948 Triumph Roadster ("the first of the TRs" see photo). He was very proud of his car and talked for about 30 minutes about it without breathing. I will forward to you an email that he sent to me tonight, on which you will find all the details of this tremendous example of the "first TR" as well as information about the UK TR Roadster owners club. He told me that he helps owners in the US to locate parts and manuals for Roadsters especially a club in Florida.

I will also forward to you photographs of some of the other cars that I saw today.

(Continued on page 7)

And Finally….

In the spirit of winter driving in general and the annual Polar Bear Run in particular, Lee Fox turned up the following concerning a TR4 offered on eBay Motors.

The car’s located in Stevensville, MT. The only description (as published) is this: “Project Car 90 percent complete with a lot of extra parts. THIS CAR WILL BE SOLD! $1,000 NO RESERVE.”

Looks like a bit of work, eh? 

(Continued on page 8)