

There exists an informal organization of Triumph enthusiasts called the **FOGs** (Funny Old Guys) that was started by a group out of the Pittsburgh, PA area including Woody McVicker (The Fogfather), Ed Woods (FOG #1) and brother Harvey Woods (FOG #2). The current membership in this organization has expanded to 45 members across the country and includes 11 members from the **Texas Triumph Register**:

Russ Seto	FOG #8	Doug Trapp	FOG #30	Mike Hado	FOG #36
Vern Burnett	FOG #9	Steve Kirsis	FOG #31	Randy DeRuiter	FOG #37
Stan Seto	FOG #18	Mike Vukelich (TX)	FOG #32	John Reynolds	FOG #39
Jim Wortsman	FOG #24	Dave Smith	FOG #33		

Over the last several years a group of the Texas FOGs along with a few non-FOGs from the TTR have organized Triumph driving tours to various parts of the country:

- Triumph Tour 2009 – *TRF Summer Party* (Armagh, PA)
- Triumph Tour 2010 – *12 Hours of Sebring Race/Key West*, FL
- Triumph Tour 2011 – *Washington D.C.*
- Triumph Tour 2012 – *The Mitty Road Atlanta (Kastner Cup Race)*
- Triumph Tour 2013 – *The Rockies*
- Triumph Tour 2014 – *The Great Lakes*

This year's tour centered on a drive through the New England states, and as noted in the title to this article, traversed over **5,300 miles**, across portions of **20 states**, in a total of **17 days** (from May 22nd to June 7th). TTR members participating in the tour included:

Dave Smith	1971 TR6	(Days 1-17)	Stan Seto (Ohio)	1961 TR3	(Days 4-6)
Russ Seto	1959 TR3	(Days 1-17)	Michael Vukelich (Virginia)	1976 TR6	(Days 5-8)
Mike Hado	1962 TR3B	(Days 1-17)	Jay & Linda Jablonski (Conn.)	1974 TR6	(Days 8-9)
Doug Trapp	1974 TR6	(Days 1-17)	Steve & Karen Kirsis (Mass.)	1970 TR6	(Day 9)
John Reynolds	1968 TR250	(Days 1-13)	Randy DeRuiter	Passenger	(Days 12-17)

In addition, TTR member David Switzer (who currently resides in Atlanta, GA) joined us for dinner on the second evening of the trip. We also joined up with a few members of the *Cape Cod British Car Club* on Day 9 of the trip, thanks to the efforts of TTR members Steve and Karen Kirsis, who now live on Cape Cod. Of course, as is the usual case on these drives, every time we stop for gas, meals or for our evening stay at a hotel, we are approached by people who comment on how they used to have a Triumph when they were in school (more commonly – they state their parents used to drive a Triumph). Truly, one of the many nice things about these trips is having the opportunity to talk with passersby and share their fond memories of past experiences with Triumphs. As we all have experienced with these old British cars, not all the memories are that fond! We certainly generated some not so fond memories on this trip as a result of some car issues we experienced. This is in marked contrast to last year, when we really didn't have many car issues during our drive around the Great Lakes. In fact, we somewhat struggled to declare the recipient of the highly undesirable **Wagner Award** (*First to Breakdown Award*). For more information concerning the origin of the name of this award, you should ask current TTR President, Fred Wagner! This year, identifying the recipient of the award was easy and came very early in the trip (two hours into Day 1). The award goes to John Reynolds and his 1968 TR250. The first problem involved a noticeable lack of power and appeared to be related to timing and a possible fouled spark plug. Our ace mechanics Hado and Seto worked a little magic and we were off again but only for a short period of time. John once again was having power issues, especially on the hills of east Texas. The engine was also making a lot of noise. Once again the team of Hado and Seto got under the hood and pulled off the valve cover, and the problem was found. The rear rocker pedestal securing nut & stud had come



completely loose, plus the small locating screw that keeps the rocker shaft in place had backed out and fallen into the engine through a push rod hole. They were able to recover the screw, tighten everything up, adjust the valves and we were on the road again. John's problems were not quite over however, as he began having some additional electrical issues which were resolved after Mike installed a Pertronix ignition system in the hotel parking lot in Asheville, NC (Day 4). John's car ran fairly well for the remainder of the trip.

The next significant car problem was a fuel pump issue with Doug Trapp's TR6 during our drive from Asheville, NC to Roanoke, VA. The problem started as we were just leaving a rest stop. The temporary fix to the problem was Russ pouring cold water over the fuel pump. The problem occurred again that afternoon as we came into heavy traffic in the Roanoke, VA area. We managed to get the car to our hotel and Russ installed an electric fuel pump that Mike Hado carried in his spare parts inventory. This turned out to be the correct fix, as Doug had no other fuel pump issues.

On Day 6 during our drive to Lancaster, PA, Stan Seto encountered an overheating issue with his TR3B engine, which turned out to be a blown head gasket. Sadly, this problem was beyond a roadside fix by our dynamic duo of Mike & Russ, so Stan was forced to abandon the tour and have AAA trailer his car to a nearby U-Haul rental facility where he proceeded to rent a truck and car trailer to transport his car back to Ohio. There is a somewhat bright side to this sad story. Stan's TR3 did make it two days longer this year than it did during last year's trip, when it broke-down while enroute to meet us in Cincinnati, ~ 20 miles from his home! I'm thinking for next year's tour, I will provide Stan with a road log binder containing a listing of only AAA and U-Haul locations!

Perhaps I should not make too many sarcastic pokes at my tour colleagues, especially since the next car to have issues was my own TR6! On the morning of Day 7 while preparing to depart from our Lancaster, PA hotel, I experienced a problem getting my transmission in gear. The problem was quickly diagnosed and at least temporarily fixed by adding hydraulic fluid to the nearly empty master clutch cylinder. My problems were not over. On our leg to Long Island, NY we ended up in heavy city traffic in the Bronx and my fuel pump started acting-up just as we approached the ramp to the freeway that lead to the bridge to Long Island. I was able to pull over on the shoulder of the on-ramp and once again a little cold water over the fuel pump provided a temporary fix. I periodically continued to have this problem throughout the remainder of the trip.

Also on Day 7 Mike Vukelich (cousin of our own Mike Vukelich of TX who passed away last year) experienced problems with his overdrive not staying engaged. We tried several times to rectify the problem and even had assistance from Richard Good when we visited his shop, but Mike continued to have intermittent problems.

As for Mike and Russ's TR3s on the tour, they only had a few minor issues the entire trip. You might think that shouldn't be a surprise considering they are two of the most knowledgeable Triumph mechanics around. However, I will point out they are both previous winners: Russ during the 2013 Rockies Tour and Mike during last year's Great Lakes Tour! An important take away from this is that when you drive these old cars on long trips you have to expect and be prepared for problems. We always bring along a lot of spare parts and tools. More importantly, these trips would not really be possible without having the mechanical skills of people like Russ Seto and Mike Hado along!

As the case has been in most of the previous tours, the tour route is built around visiting several different attractions along the way including auto related places, military venues, historical sites, scenic sites and the occasional winery or brewery. This year's itinerary included visits as follows:



AUTO RELATED:

Webb Motors in Roanoke, VA: reportedly the last Triumph-MG dealership to have operated in the United States.
Moss Motors in Petersburg, VA: the east coast distribution center
Good Parts in Mohnton, PA: great source for high quality performance replacement parts for TR6s
British Wiring/Triumph Rescue in Bally, PA: good source for wiring needs as well as British Car repairs and restorations
K & T Vintage Sports Cars in Allentown, PA: primarily a British sports car restoration and repair shop
Joe Curto's SU Shop in College Point, Long Island: specializes in British car carburetor repair
The Roadster Factory in Armagh, PA: good source for British car parts

HISTORY RELATED AND MILITARY MUSEUMS AND MEMORIALS:

National D-Day Memorial in Bedford, VA
Steven F. Udvar-Hazy Center (Air & Space Museum Annex) in Chantilly, VA
USS Nautilus (SSN-571) and Museum in Groton, CT
Mystic Seaport Museum in Mystic, CT
Plymouth Rock in Plymouth, MA
USS Constitution (Old Ironsides) in Boston, MA

SCENIC DRIVES:

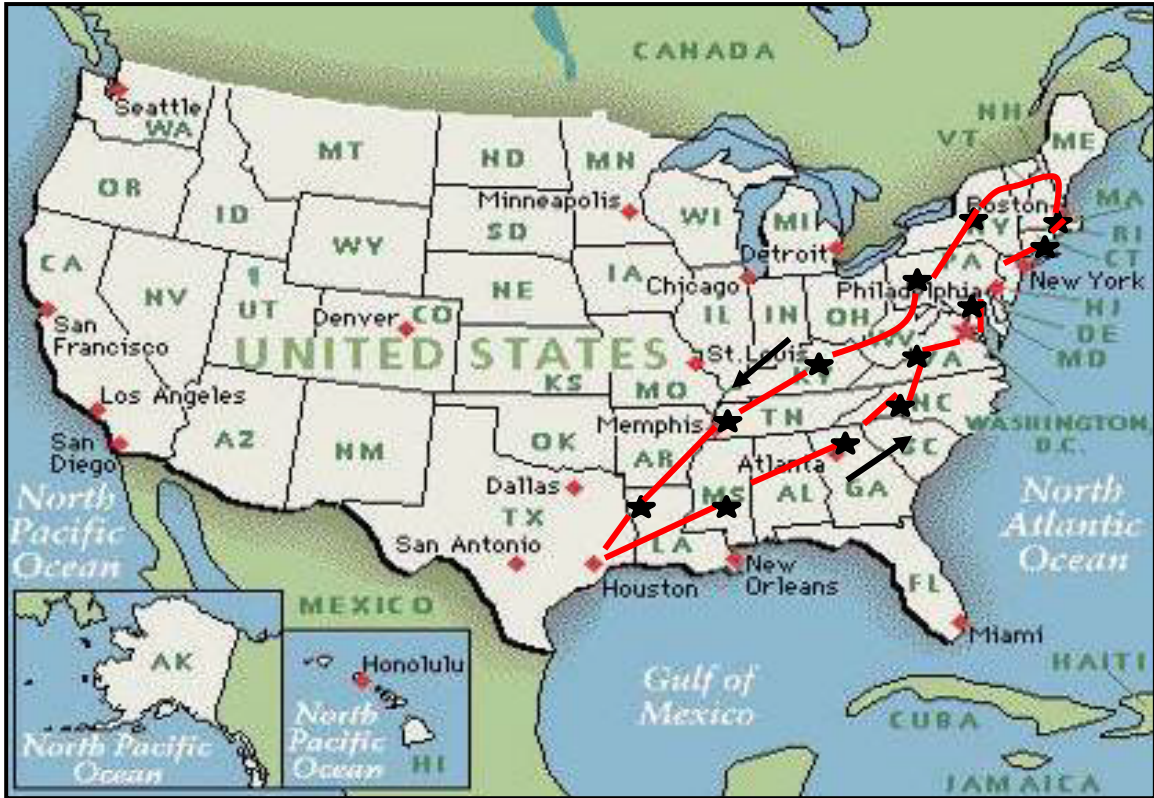
Tail of the Dragon in North Carolina and Tennessee
Great Smokey Mountain Expy in North Carolina
Blue Ridge Parkway in North Carolina
City Streets in the Bronx!
State Road 25 on Long Island, NY
Cross Sound Ferry Orient Point, NY to New London, CT
State Rd 6A on Cape Cod, MA
US 302 across Maine, New Hampshire & Vermont
State Highways 84 and 28N in the Adirondack region of NY
Bluegrass Parkway in Kentucky
Western Kentucky Parkway in Kentucky
Purchase Parkway in Kentucky
US 59 in Texas (just kidding!)



Triumph Tour 2015 was certainly a memorable trip and was made more special by having David Switzer, Stan Seto, Michael Vukelich, Jay & Linda Jablonski, Steve & Karen Kirsis and members of the Cape Cod British Car Club join us for portions of the tour. Sharing our adventure with fellow Triumph enthusiasts who enjoy getting out on the open road is what these tours are all about. Having the opportunity to meet with many of the British car vendors and visiting some great attractions along the way only adds to the overall enjoyment of the trip. Of course, the opportunity to unwind over a beer or a glass of wine at the end of a long day's drive with your travelling companions is the "icing on the cake"! (*Dave Smith*)



Tour Route



- Day 1: Pearl, MS
- Day 2: Stone Mtn., GA
- Day 3: Asheville, NC
- Day 4: Roanoke, VA
- Day 5: Fredericksburg, VA
- Day 6: Lancaster, PA
- Day 7: Medford, NY
- Day 8: West Greenwich, RI

- Day 9: Bourne, MA
- Day 10: Burlington, MA
- Day 11: Ticonderoga, NY
- Day 12: Cortland, NY
- Day 13: Pittsburgh, PA
- Day 14: Lexington, KY
- Day 15: Bartlett, TN
- Day 16: Shreveport, LA
- Day 17: Houston, TX





Day 1: in the beginning there were five Triumphs (Harris County Smokehouse)



Day 1: 2015 Wagner Award winner: John Reynolds (Breakdown on Day 1, Two hours into the drive)



Day 1: Mike Hado snags the bolt



Day 1: Mechanical wizards Hado & Seto trouble shoot the problems on John's TR250



Day 2: the calm before the storm with Doug's TR6 fuel pump problem (rest stop along the route to Stone Mountain, GA)



Day 2: dinner with TTR member Dave Switzer in Stone Mountain, GA





Day 3: Preparations for Tail of the Dragon



Day 3: First run along the Tail of the Dragon



Day 4: Along the Blue Ridge Parkway



Day 4: Scenic overlook along the Blue Ridge Parkway



Day 5: Tour cars in front of Webb Motors in Roanoke, VA





Day 5: inside Webb Motor



Day 5: Webb Motors, Brit cars since 1956



Day 5: National D-Day Memorial in Bedford, VA



Day 5: Moss Motors in Petersburg, VA and now we are seven! (S. Seto and M. Vukelich join tour)





Day 5: inside Moss Motors showroom area



Day 5: Moss Motors upholstery shop



Day 6: visit to the Smithsonian Air & Space Museum Annex in Chantilly, VA





Day 6: Inside Air & Space Museum Annex



Day 6: Inside Air & Space Museum Annex



Day 6: Farewell to Stan and his TR3!





Day 7: visit to British Wiring / Triumph Rescue shop in Bally, PA



Day 7: visit to K & T Vintage Sports Cars facility in Allentown, PA





Day 8: Onboard the Cross Sound Ferry to New London, CT



Day 8: lunch at the Hot Rod Café in New London, CT (Jay & Linda Jablonski join tour)



Day 8: visit to the USS Nautilus (SSN 571)



Day 8: visit to Mystic Seaport Museum in Mystic, CT





Day 9: Steve & Karen in Chatham, MA



Day 9: Steve & Karen's Cape Cod cottage



Day 9: Cookout at the Kirsis's





Day 10: a visit to Plymouth Rock in Plymouth, MA



Day 10: USS Constitution in dry dock at the Charlestown Navy Yard in Boston, MA



Day 10: USS Cassin Young (DD793) in Charlestown Navy Shipyard



Day 12: Visit to Randy & Val DeRuiter's Henderson, NY house



Day 13: a visit to The Roadster Factory in Armagh, PA





Day 13: FOG reunion at Ed & Teena Woods house
Pittsburg, PA



Day 13: Ed (FOG # 1) and Teena Woods (FOGETTE # 1)



Day 15: Along one of the Kentucky parkways



Day 15: Pit stop in Kentucky



Day 16: Rendezvous location with Russ west of
West Memphis, AR



Day 16: Rare issue with Russ's TR3

