

TTR Members and Friends:

It is with a sad and heavy heart that I must report that Russ Seto passed away this evening (Friday, April 27, 2018), while driving the first leg of the planned 18-day Triumph "FOG" tour to California.

As many of you know, Russ has been a member of TTR for over 25 years, and was a friend to many. He was the proprietor of the "TR Shop", and could always be counted on to lend a hand in helping to repair someone's car. Our club has lost a wonderful man; an irreplaceable member who knew just about everything mechanical when it came to our Triumphs. A guiding force behind the Traveling Triumph Breakfast Club, Russ could be counted on being at every Saturday breakfast (unless he was working on someone's car). Russ' presence was felt throughout our club, and he will be greatly missed.

We will, of course, pass along any additional information regarding final arrangements for services, once they are known. Please keep Marianne and Russ' family in your thoughts and prayers during this difficult time.

Sincerely,

Fred Wagner  
President, Texas Triumph Register

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From Fred Wagner

There are so many memories of events and drives with Russ, that it is difficult to choose just one. But if I had to, I would choose the 2012 F.O.G. trip through the Great Smoky Mountains and to the 2012 Mitty at Road Atlanta. Russ had been working on his car, trying to finish some rebuild work on the engine and brakes the night before trip. As we gathered at the breakfast stop that morning, we wondered if he had gotten his car ready. Russ arrived late. After congratulating him on getting the car done, we suddenly noted smoke coming from the engine compartment. He quickly opened the hood, only to find to our great amusement, that he had left his trouble light on the manifold, where it had started to melt. He never lived that down. Despite the ribbing he got from me and the others, Russ was the first person, toolbox in hand, to start looking under the hood of my TR8, when it suddenly quit, less than two hours into the trip. Russ was just like that - always willing to help out someone else. Thanks to him, and some assistance from Mike Hado, my car got back on the road and had no further troubles. I wasn't the only one whom Russ helped on that trip. Thanks to his help, I had one of the best times in my life and have memories of that trip I will always cherish. God speed Russ - you will be missed.

Fred



Tim Maxwell

I got to know Russ when he would come over and work on my TR6. The first time Russ came over I asked him if it would be OK for me to watch. He looked at me over his glasses and said "do you want to learn how to work on your TR6?" That's the point when I knew we were going to be good friends. The last time Russ was here we were working on the Brakes. He said you do one side I'll do the other. I was a little worried, but Murray sat next to me the whole time and - if I Screwed Up - I knew Murray would Bark Up ...

His Friend, Tim

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Tom Lewis and Debra Dees

Debra and I are in Phoenix for a graduation. We are both in shock and extremely saddened. Our hearts and prayers go out to his family.

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Steve and Karen Kirsis

Please keep me informed. Karen and I are very saddened to hear the news.



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Caryn Vukelich

Dear Triumph Friends,

This is indeed heartbreaking news. He was always so good to Mike and the club as a whole. I am in Croatia, so I don't know if I will be able to be there to honor him and console Marianne.

I will be there if I can, so please keep me informed of the arrangements. Condolences and prayers of comfort to you all.

Lovingly, Caryn

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George Montgomery, Mesa, AZ

This so terrible to hear. Please give my sympathies to his wife and family.

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Penny Herman,  
President, Triumph Travelers S.C.C.

Please pass along condolences to Russ' family from Triumph Travelers. It is certainly a sad time for all Triumph owners.

Penny



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Eric and Sharon Schumann

We have had the great fortune to have known Russ for over 25 years. He was still working on restoring his car when we first met. The first question he was asked at a meeting, or any other TTR event, was when he was going to be finished and was there really a TR3 he was working on. He was a good friend and always willing to help out. He will be greatly missed by all that knew him.

Eric

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Jan Kovach

OMG!! How sad. Although, he was doing what he loved. He will be missed. Russ and his family are in my prayers.

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Bill Parker

My heart hurts for the loss of Russ. He was fine gentleman who knew more about our cars than we did. He will be missed as a person and a great mechanic. Prayers for Russ's family and Marianne.

Bill

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Bob Grover

Thanks for the sad news.

Russ was a great friend and a "go to" guy for all occasions, and we shall miss him terribly.

Please keep us in the loop.

Best to all,

Bob



Eileen Grover

Oh my. Oh no. My heart is broken. I feel this awful loss and sadness throughout my being. Last time we were in Houston, Bob and I got to have a lovely lunch with him and Mike and Marie. I loved Russ because he was so humble and unassuming. He so lovingly cared for Marianne and would help anyone that he could. I really can't even explain how deeply I will miss him. I feel privileged that he got to drive to our home in Colorado a couple of years ago. What a tender, lovely man. He will be greatly missed. My love and condolences to all who knew and loved him.

Much love, Eileen

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Richard Dicks

This is horrible news! Russ has helped me with everything Triumph related that my family has ever done. He has been our friend for over 23 years and, like each of you who knew him, we will miss him from now on.

Richard



From Randy DeRuiter

My friend Russ

Russ was the kind of guy who built friendships like he restored cars - he could build a friendship starting with even a complete basket case like me. No one could escape his friendship. For being such a quiet man, that is quite an accomplishment.

I can't remember when I first met Russ, he was just always there at all the TTR gatherings. One minute he was there, the next minute he was one of my dearest friends. The common language Russ used to ensnare me with his friendship was our mutual love of these old cars. He was an incredible source of knowledge, but he was the perfect mentor because he could gift his knowledge quite often by getting you to think through to the answer before he actually gave it away. Even if he took you 99.9% of the way to get to the answer.

I still remember several years ago when we were talking about a problem I was working on and I asked what he thought. His answer was "Why Randy you are a mechanic, what do you think?". What I thought was "Wow, Russ just called me a mechanic". Of course I know I'm not a mechanic, but those simple words gave me a shot of confidence that has carried me a long way.

Eventually I heard about the FOGs and it was Russ who allowed me to join the group enjoying those cross-country trips. It was provisional of course on me learning the three secret FOG rules. For those who don't know them, I'm sorry but I am sworn to secrecy and cannot divulge the secrets of the FOGs. Just know that learning those rules directly from Russ, who recited them with a solemn voice completely inconsistent with what they actually meant is a memory I will cherish forever.

When Val and I moved to Nacogdoches, I wasn't able to keep up with the weekly doings of the club and my friends as much as I had before - but earlier this year Russ called me out of the blue to ask me about some technical thing he was working on. For a few minutes I thought it unusual as it was a pretty easy question - but then the dim lightbulb dawned on me that Russ was using that common language again to keep his friendships well-tuned.

Russ my friend, don't worry about that friendship, that will never end. Godspeed my friend.

Randy



Susie Gough

Fred, I don't usually keep up with the TTR news as Pat does, but this news is so close to home with us. Russ was such an icon in the club, and we personally had him at our home restoring the engine on Pat's TR2. He was always, as you put it, a person you could count on for help or just participating. He will be greatly missed by all. So sorry for the club's loss.

Susie

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#### Memories of Russ Seto from Dave Smith

I first met Russ in the Spring of 2007 when I was considering purchasing a TR6 that was advertised in the TTR *Bluebonnet* newsletter. I had just joined the club and during the South-Central Regionals, that the club hosted, I inquired who I should contact to assist me in checking out this TR6. Russ Seto's name always came up.

I proceeded to contact Russ and scheduled a meeting with the owner of the TR6. After spending the day with Russ travelling to Rosenberg, Texas and checking out the TR6, I knew I had definitely contacted the right person! I ultimately purchased the TR6 and ever since have enjoyed working with Russ in maintaining this car along with my later Triumph purchases.

Our car working experiences very quickly transcended into becoming close friends, which led to my joining his regular weekly wine hour with fellow Triumph enthusiast and neighbor Vern Burnett. What a rewarding experience it was to sit with these two talented gearheads, drink wine and hear their numerous stories! This budding friendship eventually progressed to my participating in my first Triumph Tour, which Vern organized.

The drive was to Pennsylvania to attend *The Roadster Factory's 2009 Summer Party*. Our tour group consisted of Russ, Vern, fellow TTR member Doug Trapp and myself. Since that trip, we have organized a trip every year. We all looked forward to these annual drives but Russ, in particular, really enjoyed them. The combination of top-down driving on some great scenic roads, the constant need to tweak something on the cars along the way, our evening wine hours, dinner and after dinner Port traditions made for very memorable experiences.

Anyone who has had Russ work on their Triumph will attest to what a great mechanic and professor of "Triumphology" he was. I truly wish I had been a better student during our many sessions over the years working on my Triumphs. Russ consistently tackled a mechanical or electrical issue in a very methodical manner and always would take time to explain what the issue was and how to resolve the problem.

It was a bit of a surprise; however, at his frantic last-minute preparations prior to these long drives. On our 2012 drive to attend *The Mitty and Kastner Cup* at Road Atlanta, the group met at a local restaurant for breakfast prior to the start of the drive. When Russ arrived, his TR3 was smoking under the hood. Certainly not how you want to start a long trip! When

he popped the hood up, we discovered he had left his shop light on top of the engine manifold. The short drive to the restaurant the next morning was enough to start melting the light and generated quite a smoke signal! On a subsequent trip a few years later, again associated with late night last minute prep of his car, he left a box wrench attached to a nut under the front fender. The misplaced wrench was not discovered until approximately 1500 miles later when we stopped to visit a Triumph parts vendor in Indiana!

I have many very fond memories of Russ on these drives and will truly miss his presence on future trips. Of course, he will be present, but it won't be quite the same! We will miss you buddy!

Russ also very much touched the lives my wife and son. We all looked forward to our weekly wine hours, dinners and Saturday movies, which became our regular routine. It was always fun to see his reactions to the movies we would see. Because of his impaired hearing, he commonly missed some of the movie dialog, which consequently left him frequently confused about the storyline. In addition, being the engineer that he was, he always took issue with the technical correctness of the movie. It was always fun after the movie for Nena and me to anticipate what part(s) of the movie Russ would criticize for technical correctness.

Our future movie going experiences will be definitely different with Russ not being present. It is going to be very difficult overcoming the sadness my family and I feel with the loss of Russ. He has been a very special friend and will be missed very much.

Dave

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James Moore

If you ever watch one of those design shows on DIY-TV, they always talk about how to make a house into a home. They talk about color, personal items and texture. I think life can be described the same sort of way. You've got all the building blocks, but without people you don't have texture, so you might be living, but do you really have a full life?

Although I didn't see Russ every day, when I did he always seemed to bring another layer of texture to my life.

He was always on his way to help someone work on their car, but - on occasion - he would call and ask if I was working in the garage. As is pretty much usual, I was. He and his faithful pup, Murray soon arrived. He hopped out of his Truck, gathered up a couple of graduated beakers, some DOT 3 and DOT 5 brake fluid and put it all on top of one of my work benches. He put some of the DOT 3 in one beaker and some of the DOT 5 in the other and added water. He put some cork stoppers in the top of each beaker and then shook them both up. The one with DOT 5 separated showing the water and DOT 5 as separate items. The DOT 3 fluid mixed with the water without any separation. He had this big grin on his face, so I didn't have the heart to ask why he showed me his experiment. He packed up his stuff and Murray and he were back on the road again. Professor Russ couldn't wait to teach me

something he'd probably been thinking about for some time. It left me chuckling the rest of the afternoon, but I've used his technique a few times already when unsure if someone tells me they are using DOT 5 fluid that isn't tinted purple or green. Thanks, Russ!

On another occasion Jerry Gruss and I were getting ready to start-up David Switzer's TR4A after the engine had sat for 10 years after its rebuild. Jerry and I were discussing how to lubricate the cylinder bores at breakfast (with Russ & Mike Hado) one morning. When we mentioned using WD40, Russ started peppering us with questions, finally asking us if we knew WD40 was not actually a lubricant, it was a Water Displacement (WD). Jerry and I both knew WD40 wasn't an oil but were both impressed that Russ made it a learning experience versus telling us we were both idiots. Yes, we did use some real oil to lubricate the cylinders thanks to Professor Russ.

The first time I met Russ was on my first BlueBonnet run. I didn't actually have a running Triumph yet, so was in my BMW MRoadster. I was told to stay in the back as I was in a "lesser" vehicle. As luck would have it Russ was playing tail-end Charlie to make sure nobody got lost. At a gas stop I asked Russ if I could drop back a bit so as to enjoy the twisties at a more recreational speed. He smiled and said that wouldn't be an issue. I can still remember the evil grin on Russ' face in my rear-view mirror as he easily kept up with my modern sportscar. I was amazed at the lean angles he was forcing on his TR3 to keep up. Russ could drive...

Thanks for adding so much texture to my life, Russ! My life will be a little less colorful without you being in it.

James

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Rick Trenholme

Like many members of our club Russ worked on my car several times over the years. However, it wasn't always a scheduled work call. Once, my car stopped running on the way to the monthly meeting. I called Russ, who was already at the meeting. He left the meeting to come down to where I was, got my car running again and we both went on to the meeting. Very generous of him.

Another time he became rather frustrated because my car had not been washed for some time. After coming out from under the hood, his hands covered in grease and dirt, he said, "You need to wash this car. I get dirty working on it!"

A very generous man who was always willing to help. Thank you, Russ. Rest in Peace.

Rick

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Steven Umbach

I first met Russ within weeks after I bought my TR6 in 2013. My car had a leaking clutch master cylinder, which I discovered when I took my wife for a show-off ride in the car for the first time, and it broke down on the side of the road. Russ to the rescue. Since then, Russ has helped with a few other repairs such as bleeding the brake lines and adjusting the valve clearances. Over the years, I got to know Russ a little better through the TR Breakfast Club and other club events and drives and I've heard many similar stories from other Triumph club members, that is; Russ to the rescue. Russ was kind, gentle, and knowledgeable and did so much to help us all in the Houston area keep our Triumphs on the road. Other cars, too. A few years after I met Russ, I introduced him to a friend of mine who had some mechanical problems with his 60's era Healy 3000. Russ was able to ascertain the problems, get the parts and come back to make the repair. Once again, Russ to the rescue.

I last saw Russ on the Thursday afternoon guided drive at the VTR South Central Regionals. It was a small group of 7 cars and we ended up at a countryside biker's bar, Yankees Tavern & Grill in Carlos, Texas. I had a chance to sit across from Russ and chat as we enjoyed a cheeseburger and talked about cars. Good bye, Russ, you are dearly missed.

Steven

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Marc Dickson

Remembering Russ Seto

I was talking with a fellow car enthusiast recently about the good hardware stores we remembered from our childhoods and lamenting their disappearance over the years. You know the ones, where you could find just about anything you needed, or didn't know you needed, and you didn't have to buy a package of a dozen when you only needed one. They had knowledgeable salespeople who could answer your questions and give you a few tips, formed from old fashioned ingenuity, experience and wisdom.

It was with Russ' passing this week that brought that conversation back to mind. When he would come to my house on a Sunday afternoon or a workday evening to help me work on my

car, I would try to take in as much as I could learn and pick up a few tricks of the trade. In truth, I mainly watched and listened while I looked over his shoulder and held a lot of the tools for him - and got another lesson from the emeritus mechanic from Triumph University.

He was the one with the pickup truck with a bottomless toolbox and a soldering gun that was as old and well used as my TR3. I knew I was learning from someone who had as much knowledge of Triumph's in his little finger as I would ever hope to learn - and that hopefully I could learn enough to be able to pass on some of this to others in time.

When I occasionally hear about one of those old-time hardware stores, I like to stop and check them out - walk up and down the aisles even if I don't need anything. Perhaps it's just a bit of nostalgia for the good old days - which may be something that connects us Triumph owners in the first place - or perhaps it's just tinkering with tools in our garages? I don't know, but I don't think there will be a time when I buy a gallon of Sta-Lube Gear Oil (GL-4) without thinking of Russ with a little smile on my face in appreciation of him and a time gone by.

I will miss you Russ.  
Marc

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Bob Pennington

I had just recently gotten back into Triumphs and bought one at Mecum Auction that was supposedly in great shape. Well, the paint job was, everything else needed work. I joined the TTR and was introduced to Russ the roving mechanic. Over the next few years, we had an almost monthly meeting to do something with the car and to help me learn how to do new things to and with the car, not to mention the enjoyment of his company. I learned a lot and Russ became a member of the family, although I didn't realize how much until, when my youngest son Joel learned of his death, he told me how sad that was, and he was going to miss him.

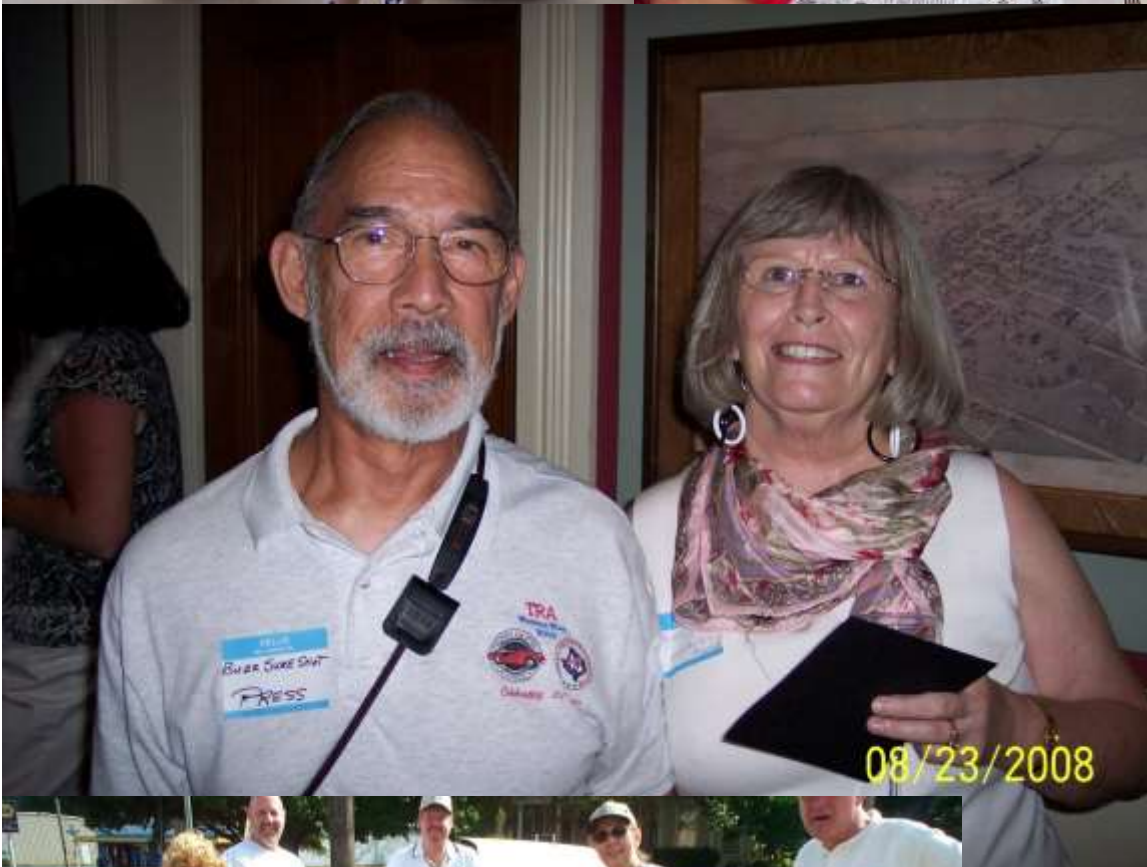
Russ was also the one who picked the locations for the TTR Breakfasts and was almost always there. They are a great gathering and his presence will be missed there as well.

Russ, you taught me a lot and I will miss your company on the drives, at the TTR Breakfasts and all around.

Bob











Bye, Russ...