



the new england Triumph

March 1999

Snow's Gone

Vol. 22 No. 3



Life's a Beach January 1999 TR-6 Adventure

Submitted by Bill & Evelyn Lepere

Due to family circumstances over the past few years we've spent considerable time in Georgia and Florida, and while driving in beautiful weather over ideal Triumph roads, Bill would sigh and say, "What a great road for the TR-6," or "Can't wait to get the Triumph down here." This year we decided to take the challenge of driving the 1972 TR-6 from North Attleboro, Massachusetts to Georgia and on to Florida. Our first plans for a trip in August were aborted due to repeated brake sei-

Story continues on page 8

Bill and Evelyn Lepere pose for a picture on beautiful Daytona Beach, FL during their January excursion to the Southeast. Picture submitted by the Leperes.

Inside:

| | |
|-----------------------------|------------|
| Events | 3, 5,6, 14 |
| Director | 7 |
| Beach Party Continues | 8 |
| Valentine's Massacre | 9 |
| Letters | 12 |
| Classifieds | 15 |

1998 VTR Newsletter Award

CLUB OFFICERS:

Director:

Frank Frett
598 S. Almond Street
Fall River, MA 02724
(508)672-1071
TR-6frett@cntn.net

Assistant:

Colin McLaskey
P.O. Box 37
Brownfield, ME 04010
(207)935-3089

Membership Secretary & Treasurer:

Robert Grove
6 Island Cove Dr.
Eliot, ME 03903-1508
(207)439-3038
grove@acornworld.net

Editor:

Robert Lang
58 Maple Street
Stoneham, MA 02180
(781)438-2568 FAX: (617)258-9535
FAX: (781)438-2568
lang@isis.mit.edu

Distribution:

Bill and Evelyn Lepere
(508)699-4886
whkm32a@prodigy.com

Regalia Coordinator:

Ned Sparrow
978-772-5047

Staff:

Ann & Jeff Creel
Bob & Bess Thorpe
NET Membership

Honorary Member:

Richard M. Langworth

BUSINESS MEMBERS:

In order to maintain our informality and independence, we do not accept paid advertising in this newsletter. The following Business Members have chosen to support our club with special memberships. Give them a try!

Tally Ho! Incorporated

NET Members Chuck Giorgio and partner Peter are able to provide a full range of services including mechanical repairs, body work and paint - everything you need from an oil change to a full frame-off restoration for your British sports car.

65 F New Salem Street
Wakefield, MA 01880
(781)245-1664 (8am-11pm)

MEMBERSHIP INFO

New England Triumphs Regular Membership dues are \$18.00, per year, running from January 1st to December 31st. They are used mainly to cover mailing and production costs of the club's newsletters and special notices as well as to cover some events costs throughout the year.

New England Triumphs is an official chapter of:

The Vintage Triumph Register



The Vintage Triumph Register (VTR) was founded to promote historic research, encourage sensible and accurate preservation of Triumph automobiles, maximize the enjoyment to be had from driving a Triumph and emphasize camaraderie and social interaction among Triumph owners. VTR welcomes all Triumph automobiles. Membership to VTR is \$25.00 USA and includes 4 issues of "The Vintage Triumph" magazine and newsletter. Write the Vintage Triumph Register, 15218 West Warren Ave., Dearborn, MI, 48126. Include SSAE for free brochure.

The Triumph Register of America



The Triumph Register of America (TRA) is the only national U.S. organization devoted solely to the TR2/3 series. TRA was established to aid TR2/3 owners in the preservation, maintenance and enjoyment of their classic cars. For membership information, contact Membership Chairperson, Ron Hartley, TRA Suite TR3, 1641 N. Memorial Dr., Lancaster, OH, 43130. Tel. 614-687-3551 Dues are \$15.00 per year. Free brochure is available, include SSAE.

SUBMISSIONS:

All submissions except classifieds should go to the Editor; classifieds should go to the classified department listed on the ad page. The deadline to submit items for this newsletter is the 21st of each month for the next months issue. We encourage every member to submit anything they feel might be of interest to the club membership. We will do our best to include all contributions within the limits of space, time, interest, and our abilities. All originals can be returned upon request, but a stamped, return envelope would be appreciated.

We do hope that whatever you submit will be legible, but if we can read it, we'll fancy it up for you. If you have supporting photos, please submit them. Prints are best, but we'll do our best with anything. If you want to submit something electronically, we can read disks from Macintosh, IBM (3.5 or 5.25) and Apple II. We also can take submissions by modem. In any case, plain text files are best, but we'll try anything once. We also take FAX at (617)438-8643 (in addition to the editor's FAX mentioned above).

If you would like to reproduce anything in this newsletter for another publication, please contact the Editor. We would be glad to hear from you and usually ask only that you credit the author and this newsletter as the source.



1999

Calendar of Events

Events for the year which New England Triumphs plans to **host**, **co-host**, or **participate** in as a club.

- ✓ **Winter Social Meeting** _____ **January 17**
We met in southern, NH and the Widow Fletcher.
- ✓ **Winter Social Two** _____ **February 21**
It was the Widow Fletcher again. About 20 of us were there.
- Spring Startup Meeting** _____ **March 20**
Papa Razzi in Concord, MA will be the place. See ad this issue.
- The Revolutionary Thaw Tour** _____ **April 18**
Hosts IRA & BCNH. Tech session followed by a tour to Newport, RI. Details elsewhere
- Funkhana Rehersal** _____ **April 25**
The Centores, Chaissons and Waltzes do a dry run in Grafton, MA. Ad elsewhere in this issue
- May Madness** _____ **May (tentative)**
Competition at the track? Tours?? We're still planning this one.
- Cape Escape 14** _____ **June 5 (tentative)**
Renewing the tradition.
- BCNH High Hopes Festival** _____ **June 20**
Hot Air Balloons and a car show in Milford, NH
- Day of Triumph** _____ **July 25**
Larz Anderson Park, Museum of Transportation in Brookline. Watch for announcemnts.
- Vintage Triumph Register National Convention** _____ **July 28 - August 1**
We're heading to Portland, Maine - and you should too. Get your reservations in early!
- Campin' 99** _____ **August 14 - 15**
NH, White Mountains, Tamworth, NH
- Lime Rock & Racin' & Campin'** _____ **September 3 - 6**
Vintage cars, Great time.
- Cruzin' 4 Lobsta** _____ **September 11 (tentative)**
Chauncey Creek will be the spot for this popular event.
- Fraternity Tour '99** _____ **October 10**
Westminster, VT.
- British Car Spook Rallye** _____ **October 31 (tentative)**
Volunteers???
- '99 Memories Meeting** _____ **November ??? (tentative)**
We generally review things past and future in a Y2K Free Zone!
- Santa's Ho Ho Ho Fest** _____ **December ??? (tentative)**
Probably the Lord Wakefield

Don't Forget Your Dues



Well, it's that time again. Dues are due. If you have not paid up your 1999 dues, this will be your last issue. The following list is of those members that have not paid up as of 20-February-1999. If your dues were sent in after that, thank you. If you've been putting off paying your dues, now is the time! Besides, you don't want to miss our annual April Fool's Edition, or do you?

Allen Albright
 Pamela Alvarez
 Peter Amendola
 Scott Babitts
 Ken Barrow
 Paul Bartley
 Deena Bello
 John & Deb Biagioni
 Jeff Bonina
 Edward Boucher
 Ed Boylan
 Stephen Brake
 Joseph Brevard
 Tom and MaryBeth Bryant
 M. Johann & Bobbi Buisman
 Michael Buonanduci
 Jack Burton
 Tim & Kate Cason
 Tom Cavanagh
 Anthony & Sandra Cerbone
 Judy & Mike Cercone
 Ed Church
 Randy & Jeannine Clark
 Hugh Cockrill
 Scott Collins
 Harriet and Brian Colville
 Dan Conrod Sr.
 Fred Cook
 Sherwood Cooper
 Steve Costain
 Jeff & Ann Creel
 William Crowder
 Tom Daly
 Stephen Delia
 Fred deNapoli
 Mark Desenberg
 Bob & Yvonne Desjardins
 Paul Desmarais
 A. Dickerman
 Samuel Dobie
 Doug Duhamel

John Dunbar
 Keith Ehrlich
 Wayne & Elfreida Erickson
 Dennis Feen
 Leonard Flynn
 Thomas Forbes
 David & Anthony Foster
 Barry Fox
 Tricia Ann Frett
 Paul Friedman
 Joe Gautreau
 Allan Gilman
 Bill Glatthorn
 Jeff Goldstein
 Charles Grabski
 Mark Halloran
 P.T. & Jane Hart
 David Hazeltine
 Malcolm Heslop
 Matthew Hogan
 Jarvis Hunt
 William Hyde
 Tyler Jupp
 Patrick Leno
 Bruce Lewis
 Burton & Babette Liebman
 Ralph Loosigian
 Robert Mabey
 James and Kim Marcotte
 Duane Matters Jr.
 Shawn Matthews
 Jerry McCarty
 Allan McClure, Jr.
 Mark & Rhomaine McDonald
 Colin McLaskey
 Thomas Meyer
 Karl Moeckel
 Robert Morneau
 Ken & Chris Mulcahey
 Craig & Virginia Murray
 George Mutti

Fred Myers
 Joseph Napolitano
 Thomas Nielson
 Thomas O'Malley
 Bill O'Neil
 John Oliver
 Steve & Cheryl Orzechowski
 Wolfram Pabst von Ohain
 Fred & Sally Perry
 Barry Podmore
 Karl Rau
 Robert Razzano
 Richard & Diane Ross
 Barry Rotman
 Howard Sakolsky
 Mark Schwager
 Bob & Margaret Sheehan
 James & Carol Shippe
 Rick Silver
 Anne and Bruce Smith
 Clark Smith
 John Spofford
 Kenneth Streeter
 Michael Sweet
 Toby Talbot
 Bruce Teris
 Wally Thrall
 Brian Tilton
 Rand & Dale Torman
 Bob Totten
 Bruce Turner
 Jerry Vigil
 Stephen & Dawn Warren
 Alan Wells
 Nils Westberg
 Clark Wiedmann
 Terry & Jane Wilder
 David Wolf
 Dick & Mary Wood
 Donald Wood
 Jacob Zimmerman

VTR '99 Planning Meeting

March 14th, 1999

1:30 PM

at Grove's house



Didn't make the February meeting? Then mark your calendars for the next meeting March 14th. Right now, the plan is to meet at Grove's again.

Not sure what you can do to help? That's okay. There are many tasks that need to be

done leading up to the event, and then again at the event itself. If you can spare a few hours now or later, let us know. Really.

By the time you may have recieved this newsletter, you may have recieved a call from another club member in your area. If you haven't, and you have any interest in helping out in Portland (before during and/or after the event) please come forward. There's a lot of work involved in running an event of this size.

For the next meeting, we'll be finalizing issues related to trophies and awards and we'll also be finalizing details related to event regalia.

If you need signs related to an event, please let Bob Grove know now, as we have a club member who makes some very nice signage!

And see you in March.

Directions to the Grove's new house for the meeting on February 21st. For more info., call Bob or Carrie Grove (207)439-3038.

When: March 14th, 1999, 1:30 PM

What: VTR Planning Meeting

Where: The Grove's House, 6 Island Cove Drive, Eliot, ME.

Directions:

From South - Take **I-95** across Piscataqua River Bridge into ME. **Take** first **exit** after bridge for **Kittery - Eliot**. At end of exit ramp turn **Right** onto **Dennett Rd.** Continue **about 2.5 miles**. At **Del's Citgo** station, turn **Left** onto **Moses Gerrish Farmer Rd.** Goto *

From North - Take **I-95** to **Rt. 236** exit (first exit after York. If you cross the Piscataqua River Bridge, you went too far.) At end of exit ramp, turn **Left** onto **Rt. 236**. Go **about 2 miles**. Turn **Left** at **Stoplight** onto **Beech Rd.** At end of Beech Rd., turn **Right**. At **Dell's Citgo** Station, turn **Left** onto **Moses Gerrish Farmer Rd.** Goto *

*On **Moses Gerrish Farmer Rd.**, go less than .5 miles to **Tobey's Corner**. Turn **Right** on **Mast Cove Rd.** Almost **immediately**, turn **Right** on **Addlington Rd.** Turn **Left** on **Island Cove Rd.** (gravel for about 50 yards). **Grove driveway bears to Right** once on paved section. Follow S turns to greenhouse.



WELCOME NEW MEMBER!

Gerry Beaumont,

Plaistow, NH

'63 TR4

We extend a hearty welcome to the following new member of N.E.T. and look forward to meeting him at upcoming N.E.T. events:



NET Spring Startup Meeting

Held at Papa Razzi

Concord, MA

March 20 th, 11:30 AM



Breaking from our newly founded "tradition" of 3rd Sunday social meetings, we've decided to hold the Spring Startup meeting on March 20th.

"Why?", might you ask? Well, the 20th is the Vernal Equinox - it's Spring by definition.

The format of the meeting will be to socialize a bit, then discuss the year's calendar of events and then order some food from the menu.

So, whether you intend to come to every event this year or if you just want to renew old acquaintances, we'd love to see you there.

Besides, maybe we can talk you into hosting a rallye or club social event.

Directions:

From I-95 (Rt 128) - Take Rt 2 West towards Concord, MA. Papa Razzi is on the right, about 1/2 mile before the "Concord Rotary".

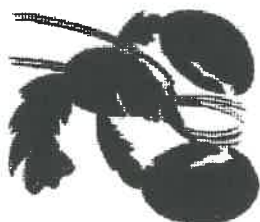
From I-495 - Take Rt.2 East towards Concord, MA. About 1/2 mile after the "Concord Rotary", get in the left lane before the traffic light, and turn left. Papa Razzi is on the left.

Note: if it's been a really long time since you've been through this area, Papa Razzi was previously a HoJo's.

Papa Razzi is a chain of Italian restaurants, with all the usual Italian cuisine available. Papa Razzi's phone number is 978-371-0030

N.E.T. FUNKHANA WARM-UP RUN PLANNED FOR APRIL 25TH

April 25th at High Noon
Wyman Gordon Parking Lot, North
Grafton



In preparation for one of the planned events to held at the VTR 99 in Portland, Maine this July, Chuck & Patt Centore, Paul & Nancy Chaisson and Rick & Holly Waltz are planning to hold a warm up Funkhana on Sunday April 25th at the Wyman Gordon parking lot in North Grafton, MA. at 12:00 noon.

This is a trial run for an event that NET will be putting on in July.

They would like to get NET members and friends to come out and try out the course.

Like any event, this one will require NET members to make it successful. If you are looking for a way to help the club during the VTR event in July, please contact Chuck Centore 978-369-5206 or 978 287-0715. The work is easy, no heavy lifting and you will have a barrel of fun !



March Into Spring

by Frank Frett

START YOUR ENGINES

It's that time already to get into the swing of things as we usher in Spring with our Start Up Meeting. It's time to plan the upcoming season and the events for '99. The official announcement with time, place and date can be found elsewhere in the N.E.T. news. Your input will determine what will happen this season and it will be a busy one. Come hear what's planned for the VTR National Convention which you know we are hosting. The planning committee has been meeting for some time now and the format has been established. Of course that's just one of the many times to be planned for '99, so come join us for the start of the last Triumph Season of this century. Even if your TR is not quite ready to roll, just bring the other method of transport and get yourself in the Spring of things to the Start Your Engines Meeting. We'll be looking forward to seeing you.

REVOLUTIONARY SPRING THAW TOUR

Mark your calendar for the 1st official driving event for '99. On April 18th we will be joining BMCNH and the IRA for our season kickoff event. This year we're starting off to British Bulldog Spares, LTD, where they supply parts for and restore Land Rovers.

You can visit their website at www.britishbulldog.com if you have the means. The tech session will start at 10:30 A.M. at their location in Fall River followed by lunch and then a drive. We'll be heading to the City by the Sea — Newport, RI where a coastal tour, informal car show by the sea and a guided tour of the Breakers Mansion. An announcement next month will tell you when and where to go to get to this funtime cruise. Hope you can make it.



Top: Ben Streeter poses next to Dad's '70 TR6 somewhere between NH and Ft. Worth, TX in the summer of '97. Below: Ben and Nathan Streeter exercise a little teamwork in helping change a tire on the TR6. Photos submitted by Ken Streeter.

CLUB SOCIALS

The 2nd club social was recently held at the Widow Fletcher's Tavern in Hampton, N.H. We filled the upstairs room to the max and much chit chat was abound, mostly TR talk as to be expected, at least from the guys. If you have a neat place nearby to host one then give us a call. We do want to travel to different parts of New England so let's go to your backyard. Just tell us when, where and how to get there and we'll show up. Heck we'll even come to your house and kick your tires if you'd like. Operators are standing by to take your call. If you get a busy signal keep trying you'll get through.

C U AT DA MEETIN'



Continues from Page 1

zures — but after the replacement, re-replacement, re-re-replacement of the master brake cylinder, everything seemed set for a winter trip beginning in early January. We had names of Triumph support people all down the East Coast; Bill Mack (our car guru) said the car was in good shape; we had a car phone and AAA.

Our departure plan called for three days of clear weather down the East Coast to the Atlanta area, (Monroe, GA) and on January 5 there was a three day break. It was clear all right, but it was also cold, and we discovered the top and sides of a TR-6 have multiple holes through which cold breezes blow, especially at 65 mph. Traffic slow ups began to look good as opportunities to warm up. Hats pulled low, gloves and blankets prevented frost-bite. We anticipated it being cold the first day out, but record cold temperatures went all the way to Atlanta where we arrived on the evening of our second day to a temperature of 9 degrees.

The only mechanical scare happened just south of Washington, DC when the car wouldn't shift into third gear. Limping off the expressway and pulling into an office parking lot must have reassured the car as Bill was able to ease it into the proper gears, and we were off, not experiencing this problem again.

On our arrival in Georgia the weather warmed up into ideal Triumph weather; the heater in the car was turned off; then with the heater off every time the brake was put on, we could hear a "HISS" sound. After calls to Bill Mack and Roger Parent, it was determined the problem was the brake servo. A call to the president of the Georgia Triumph Club helped us locate our kind of repair shop where this problem was fixed and where Bill discovered a treasure: cheap chrome bumpers for the Spitfire, taken from a car ready to be crushed. Transportation back to New England was not considered in the original decision to save these chrome bumpers.

After a side trip to relatives in Alabama and a visit to the Bear Bryant Museum at the University of Alabama, on January 19 we continued on to Florida, taking Route 441, the old route through Georgia to Florida. Route 441 traverses the state and is ideal for our cars. There are many small towns and virtually no traffic. Madison, GA is one of the towns, filled with numerous old mansions and gingerbread houses, all saved by negotiation with Sherman on his March to the Sea. Antique shops and small coffee shops make it a great place for a lunch stop. Just below Madison is Eatonton, the home of two famous authors, Joel Chandler

Harris, the creator of the Uncle Remus & Br'er Rabbit stories and the current author, Alice Walker.

Getting down into extreme South Georgia we left Route 441 for a side trip to Wilacoochee, GA, near the birthplace of Evelyn's grandfather and lunch on the main street of a town that time seemed to have kept back in the 1940s. Continuing down towards Florida, we drove through approximately 50 miles of pine tree farms, where there are lots of straight lines of trees, no houses, no cars, and once in a while a logging truck. This area skirts the Okefenokee Swamp, a site for a visit on our way back.

After spending the night in the Daytona Beach area we finally got to drive the TR-6 on the Daytona Beach of white sands, blue skies and picture book ocean and waves. Fending off lots of pretty girls pushing condo sales, we came off the thirteen mile beach drive and headed down Route 1 to the Kennedy Space Center for a tour, learning among other things that the original astronauts' car of choice was the Corvette. The TR-6 looked pretty good there, too.

Arriving at our night stops before dark was always a priority, but the sun had set before we pulled into the condo complex of Bill's sister in Vero Beach. After a late night of catching up, we slept hard and then enjoyed two days of sunshine, warmth, beaches, oranges and grapefruits before we turned North for a dream of a drive up Route A1A to Melbourne. A1A is on the outer stretch of land with the Sebastian Inlet on one side and the Atlantic Ocean on the other.

On January 23 with a temperature of 65 degrees we headed to Folkston, GA and an entrance to the Okefenokee Swamp, the swamp being the size of the State of Rhode Island. Arriving before an anticipated southern storm, we took a canvas topped, metal boat tour into the swamp, seeing alligators, cranes, lots of Spanish moss, and miles and miles of wilderness. Viewing the approach of the lightning, thunder, and wind storm made us eagerly agree with the guide that it was time to turn back before:

- (1) the wind caught the canvas top and flipped us over
- (2) lightning hit the metal boat
- (3) we ended up as alligator food.

Arrival at the dock coincided with torrential rain and at the first let-up we drove into Folkston, GA for our night's stay. The inside of the TR-6 was only slightly drier than the outside. The morning

of January 24 found us back at the Swamp for a self-guided driving and walking tour where crane type birds scarcely give visitors a glance and the observation tower a mile into the swamp reveals wilderness as far as the eye can see.

Returning to Monroe, Georgia the remainder of our Georgia stay included visits with relatives and friends, a trip to Northern Georgia to Bill's college, a visit to the Jimmy Carter Library, plenty of grits for breakfast and barbecue and stew the rest of the time.

Packing up on February 4 to return home found one chrome bumper attached to the TR-6's back bumper and the other chrome bumper between the two seats of the car. Taking three days for the return home allowed for a leisurely trip, stopping in Richmond, VA and in Yardley, PA for an overnight stay with Bill's niece. Leaving Yardley we found the old Merritt Parkway through New York and Connecticut. This is a perfect Triumph road. It's too bad so many other cars use it, too.

Our arrival in North Attleboro on February 6 proceeded a light snowfall by about two hours, putting the exclamation point to a great driving adventure and trip to remember.

Valentine's Day Massacree

by Colin P. Cobb

So anyway...

Our British car club (*located in Las Cruces, NM, Ed.*) stages an annual Valentine's Day Rallye billed as the "Sweetheart Run" which gives us all an excuse to wash the little dears- -the cars that is- - and trot them out for a gallop up and down the Mesilla Valley. It is strictly a fun day with the Rallye staged to finish up at a restaurant where mass quantities of "comidas y cervezas" are consumed and not a trophy, but a heart shaped box of chocolates, is awarded to the winner and his lovely navigator.

This year the Sweetheart Run was expected to be a particular treat since we were to be blessed by the humor and intellect of a new club RallyeMeister, the Right Honourable Ed T. Townley. Little did we know that the "T." stood for "Torquemada."

St. Valentine's Day dawned clear and cold in Southern New Mexico but by 9 AM the ambient temp was already up to 60 degrees. By noon it was over 70 and the cloudless sky was crystal clear, a cerulean dome over-arching all Cupid's victims, righteous and unrighteous alike. There was not a hint of a breeze, the air so still that the beat of Starling's wings could be heard as they flew 50 feet overhead. Almost, the beat of their tiny wings could be felt on our tenderly upturned cheeks.

St. Valentine's Day notwithstanding, my faithful native bearer and bride of nearly 34 years loaded down the Tiger's cavernous trunk with coats and jackets, ice chests and emergency rations, tool boxes and wash rags... This day her 'Beamish Boy with his hardtop installed would hunker down in the garage whilst topless Tigger stretched and growled in the afternoon sun.

"Do you want me to put the maps in the car?" Janet asked.

"Hah!" I sneered. "Maps? We doan need no steenkin' maps!"

Promptly at 1 PM Tigger, on a very short leash, nosed slowly up the driveway ("Speed Limit 2 MPH, Critters Have The Right Of Way"). Sure enough, he busted a covey of about 30 Gamble's quail busily taking dust baths in the driveway, sending them fluttering and flailing to the four corners of the compass. Janet lamented the fact that it would doubtless take them all day to figure out where they were, as compared to where they were supposed to be, and to get back together again. Once on the four-lane macadam with the temp gauge at 90 degrees C, I could no longer contain myself or Tigger and I dropped the hammer a bit, accelerating through the gears up to about 80 before dropping back down nearer the statutory 55 mph. Take it from me, boys and girls, there ain't nothin' like a top down Tiger at 65 mph on a glorious February afternoon...

We rumbled into the Lucky-Save On parking lot just before the advertised 1:30 PM blast-off. This was a "run what ya brung" event and about a dozen cars showed up. A TR3, an XK140 Coupe, an XJS, a Ranger Pickup, a Lancia, a Corvair convertible, and a bevy of MGB's. And, of course, my lone Tiger.

RallyeMeister Ed. T. Townley (little did we know the "T." stood for "Twisted") brought down his lovely bride, Ida's, new Bugeye Sprite just to show it off. Just purchased, the little dear has a fancy new respray (beige-goldish in some lights, silverish in others), a fresh interior, and the original 948 cc

engine in good condition. The whole dang engine is about the size of Tigger's brake booster.

Promptly at 1:30, Ed T. (for Toker) Townley passed out the Rallye instructions to the Navigators. The instructions, I noted as I peered over Janet's shoulder, were 4 pages long. 4 pages! I gently ripped the instructions from my bride's hands and, thanks to Evelyn Wood, was able to wade all the way through them in under half-an-hour.

I understood the first General Instruction: "No Unpaved Roads, Posted Speed Limits SHOULD (emphasis added) Be Observed."

But what about the second General Instruction: "No Single Last Names. For Example, No SMITHS, But Could Be A Mary Smith." Hmmmmmm....

I grasped the first real route instruction just fine: "1. Exit parking lot to right." OK, no problema.

The reasoning behind the second instruction was a little more tortuous: "2. Right at light to sign of 'what she sells at sea shore.'" Well, alright, that could maybe mean turn right at the Shell station about half-a-mile down the road...

The third instruction seemed straightforward enough: "3. Right to second stop." But, unfortunately, it was followed by a question: "What anniversary is Spring Crest Celebrating?" Huh? Whatinell is a Spring Crest? Well, I deduce, it must be a business someplace behind the Shell station. OK.

By the time I got to the 8th instruction I was hopelessly lost and I hadn't even gotten behind the wheel! "8. Left to 4th name of someone's sweetheart (5th if you count one twice)."

"19. Left to stop, Right to sweetheart's name they named a farm road after."

"35. Right to first name of some guy's sweetheart."

"49. Turn right at name of Valentine Gift."

"61. Right to light, right for .40 mi. to restaurant/ brewery on left.

Record elapsed time total mileage

The only instruction with a mileage reference was number 61, the very last one.

The always lovely Ida Townley noted the grimace of pained panic on my erstwhile cherubic countenance, took in the manner in which the four pages of instructions rattled and shook in my palsied fingers, saw the twitching tic beside my left eye, and shook her head sadly as she said, "I told Ed these instructions wouldn't work."

Truer words were never spoke.

As the muttering and grumbling crowd of drivers and navigators closed in on RallyeMeister Ed T. (for Truculent) Townley, I spoke up. "Ed," I said, "I think maybe you better at least tell us whereinell we are supposed to wind up or you and Ida are gonna get awful lonely..." Reluctantly, as Ida twisted his right arm to the breaking point, he grumbled that the final destination was intended to be the Way Out West Brewery And Restaurant on Avenida de Mesilla.

OK.

So anyway...

At one minute intervals the bright and shining cars, with their not so bright and shining drivers and navigators, headed out into the real world.

Me, Janet, and Tigger were 7th out the gate and made a fabulous start, roaring out the first 50 yards to the first stop sign. Sigh. ...

We hauled on down to the Shell station where we made a right turn and, in short order, found the Spring Crest Mattress Store. What anniversary were they celebrating? Not a clue. With a name like that, they shoulda been tickled pink with their 6-month anniversary. As I cruised slowly by the store I noted the CLOSED sign in the window and Janet offered to jump out and look through the windows to see if we could figure it out.

"Bullfeathers," I offered. "Just write down CLOSED."

"Closed? What kind of anniversary is that?" she asked.

"You got me, but apparently our RallyeMeister was pretty impressed by It..."

Later (much later) we learned that one intrepid navigator, the always lovely Cheryl Kowalski, forced her driver-husband, Walt, to stop at a phone booth where she tried to call the Spring Crest Mattress Store to ask how long they'd been in business. Unfortunately, there was no answer (maybe because the store was CLOSED) so Cheryl called the Operator and asked if she (the Operator) knew how long the Spring Crest Mattress Store had been in business. Unfortunately, the Operator couldn't help because Cheryl, Walt, the Spring Crest Mattress Store, and the rest of us were all in Las Cruces while the Operator was some 240 miles north in Albuquerque.

So, anyway.

Me, Janet, and Tigger proceeded to the second stop, took a right and started counting "Sweethearts," which is what we figured out must mean "Street" in Ed T. (for Thessalonian) Townley's

Summe Kink

V1 car

Newport Tour Update

Note: This information has changed since the February NET edition. Ed.
Dear NET,

THE 1999 REVOLUTIONARY SPRING THAW TOUR

The date for the Revolutionary Spring Thaw Tour is April 18, 1999. Come see the beautiful sights in Newport, RI and take in a British Tech Session also. All the events will be coordinated by BRITISH CARS OF NEW HAMPSHIRE and THE IRISH ROAD-STER ASSOCIATION A guided tour of the Breakers Mansion, a picnic and informal car show at scenic Brenton Point, a cruise through the Ocean Drive area of Newport, and a tech session at British Bulldog Spares Ltd. on April 18th are just some of the events planned.

Event particulars are:

APRIL 17TH, 1999. Informal cruise and Munch Fest with the Moose and Squirrel for those who want to come early and stay over. . See this column in the April British Marque for more details.

APRIL 18TH, 1999 10:30 AM : Meet for a Tech Session at

BRITISH BULLDOG LTD.

379 KILBURN STREET

FALL RIVER, MA

02724

Phone: 888-874-3888

12:15 PM approx. Eat lunch at BRITISH BULL-DOG

RSVP @888-874-3888

1:00 PM : Leave Fall River for a cruise to Newport.

2:00 PM : Guided Tour of the Breakers Mansion in Newport

3:30 PM : Break for pictures and Coastal Ocean Drive Cruise. We end up at scenic Brenton Point in Newport for relaxing before the trip home.

Please notify us at the e-mail address j4triumphs@aol.com or at the following tel. numbers if you or your club is interested in being part of the fun that weekend or if you need a hotel/motel recommendation:

Jay Hackett: 401-295-5737

Stay safe and be cool,

Jay



Right: From VTR '98. Friends of Triumph folk Francis Drews, Joe Alexander, Jack Drews, Jim Hill discuss the details of Doug Karon's TR3 based Ambro. That's Doug entering from stage left. Unseen in the photo is Irv Korey From the Illinois Sports Owners Assoc. His Jump suit is something to behold, emblazoned on the back: "I'd rather eat worms than drive an MG". Irv has been to every VTR National, and he'll be in Portland, ME. This particular Ambro is serial number one from the shop of the late Bill Ames. Very nice car, Doug. Photo by Bob Lang



native language. Life should be so simple.

We counted "Sweethearts," hung our turn, and promptly ran out of road as we heard a sort of metallic rattling and clanging noise, much as though we had run over a beer can and sent it skittering down the road and into the bushes. Later (much later) we would realize that it was Tigger's right front spinner spinning off into the distance.

We backtracked and tried counting "Sweethearts" again, this time omitting any streets that did not have a person's name. This system broke down when we got to Cedardale St. which Janet said was not a person's name.

"Bullfeathers," I opined. "I went to High School with Fred Cedardale. He was in my Biology class and he used to eat the tongues we cut out of the frogs we dissected. Chewed 'em right up and swallowed 'em right down. Not for nothing did we call him Formaldehyde Face."

"Gad Zooots," Janet said, "With a habit like that he can't have been anybody's Sweetheart!"

"Bullfeathers!" I philosophized, "You never met Pig-fetus Pauline!"

Perhaps for the best, our discourse was interrupted at this point by a string of four sports cars, an MGB, a Lancia, an MGB, and yet another MGB, all going back the other direction. I pulled to the side of the road and invested a few minutes trying to reread the instruction sheets again, trying to see them through the eyes of a truculent Thessalonian. No luck.

I hung a U-turn and headed back only to meet another parade. An MGB, the Lancia, and the XKI40. The sports cars were fluttering and flailing much like that busted covey of quail in my driveway this morning... I accelerated through them, both my fists raised jauntily over my head as a truncated scream escaped my wind-burned lips, and we headed back for the Lucky-Save On store.

"What?" Janet asked, "Are you going back to talk to Ed?"

"Talk to him? Hell, I am going to throw things at him!"

"Well," she said, "Be careful not to hit Ida's Bugeye Sprite. You wanna throw the Vernors? Shame to waste them but they'll go off like hand grenades.

It was possibly for the best that RallyeMeister Ed T. (for Tacky) Townley was long gone when we got back to the parking lot. We, fools that we are, turned around and started trying to run the damned rallye again!

Later (much later) we learned that Ida and that man she hangs around with jumped straight to the middle of the rallye, hurrying to a place where they would have the perfect backdrop to photograph the rallye cars as they motored past. Yeah, right... Ida and that man she hangs around with sat there, looking at the perfect backdrop for a very long time and saw exactly one rallye car and it was out of camera range and going the wrong direction. Understand, it was not just running the route backwards but was driving at right angles to the route...So, anyway.

After our second attempt to run the route from ground zero, and after meeting yet another parade of Rallyeists (the XKI40, an MGB, the Lancia) going the other direction, Janet and I said to hell with it and took off for a nice leisurely drive. We drove down to Olde Mesilla where we toured the Plaza and marvelled at the Turistas marvelling at Tigger. We drove down the Valley through the pecan orchards. We drove through Mesilla Park. Finally, we drove to the Way Out West Brewery where we found an MGB and a Ford Ranger pickup waiting for us.

"Do you mind if I wad these four pages of instructions up and throw them on the floor where I can stomp them?" Janet asked me.

"No, no!" I said. "I'm going to roll them up into a very tight roll and tell RallyeMeister Ed T. (for Teiid) Townley where he can deposit them. No Vaseline, either."

Eventually Rallyeists, uniformly shaking their heads and muttering vile curses, began to straggle into the Way Out West Brewery.

Later (much later) we learned that the Corvair had driven up to a stop sign where it had died for no good reason (can't blame that one on Lucas) and would not restart. Larry McMillan and Connie Maxwell in the XKI40 and the Mackleys in the Lancia were cruising around trying to locate a set of jumper cables to restart the Corvair. The MGB was just lost and following anybody who seemed to know where they were going.

Sometime later a Miata stopped and had a set of cables which Ed Mackley hooked to the Lancia and started the Corvair. Trust a Miata to have jumper cables.

Ida Townley and that man she hangs around with were among the last to arrive at the Brewery whereupon he sadly explained that the Spring Crest people had taken down their 23rd anniversary sign. He went on to explain that he had just had too much faith in our collective intelligence,

he'd really thought we'd be able to follow his simple and straightforward directions. He explained he'd simply thought we were all a lot smarter than we really are.

The first time in recorded history that anyone ever expected a bunch of British car drivers, let alone the Corvair and Lancia people, to be smart.

Someone pointed out that it takes 267 muscles to frown and only four muscles to throw the bird, so we unanimously raised our hands high in the single-finger salute which rolled right off RallyeMeister Ed T. (for Tuf skin) Townley but really ruined our waitress' day as she happened to be walking toward us with a tray full of cervezas at the time. Oh, well.

So, anyway...

Three cars actually turned in score sheets. Of those three, David and Nancy Cox in the TR3 had actually managed to run almost the whole route and were declared winners, receiving the coveted box of candy which they promptly passed around so all the ladies present got a piece of candy. Janet, you'll be pleased to learn, gave me half of hers...

Letters

Tremendously Impressive Triumph(s)

Dear N.E.T.

A hearty thank you to the officers and membership of NET for bestowing upon me this year's "Tremendously Impressive Triumph Award." Once again, it proves that Triumph folks march to the beat of a different drummer. Your warmth, thoughtfulness, generosity, class, and inclusiveness are unique to our British marque. Just every day people, not taking life or ourselves too, too seriously. I am proud to be in and humbled by your company. Thank you again.

Tom Leavitt

PS I am now in a 12 step program for Triumph Addicts. I am currently working on Step 3 which is where you cancel any and all auto magazine subscriptions. By the way, my 1999 dues are included in this letter.

Tax Free NH??

This came to us by way of the Internet: (thanks, Bill).

From: "Bill Sohl" <billsohl@mailhost2.planet.net>

I came across this on the antique car newsgroup.

If you are in NH, this may affect you.

Message Starts:

This is directed to New Hampshire antique automobile hobbyists and NH car clubs:

A bill is being proposed to restrict the reduced registration fees already granted to "antique" motor vehicles from the current 25 year old requirement & limiting them only to 1942 and older vehicles - staying at 1942.

This will mean that 1943-1974 vehicles maintained as antique, collector or show cars will be required to pay full passenger plate registration - at least 5 times the current fee (more if the vehicle exceeds 4000 lbs) . If 1943-1974 vehicles can no longer be registered as antique, owners with birth months during the winter will no longer be able to get those vehicles inspected during the month of April. They will be required to drive those vehicles in the salt and snow to get them inspected or be forced to drive them to the inspection station on expired stickers at the end of the winter storage season.

This bill is HB 639-FN, text of the bill is located here:

<http://www.state.nh.us/gencourt/bills/99bills/hbo639.html>

Call and write your local reps and oppose this bill. Make sure your fellow auto enthusiasts are aware of this as this bill has not been published in the paper or in the news and very few know of its existence. Keep a lookout for the date and time that the public hearing will be held as this bill becomes introduced and attend the hearing. The NH Sunday News lists the legislative hearings for the week on Sunday. The public hearing date and time can also be found by monitoring the bill status daily on HB 639-FN at:

<http://www.state.nh.us/gencourt/bills/99bills/houseintro.html>

This bill is bad for the antique/classic auto hobby, as the purpose of this bill is to raise more revenue by targeting the 4,082 vehicles and 221 motor-cycles affected under this bill.

Larry Arts

VP, North Country Nova Club, a chapter of National Nostalgic Nova

Events of Interest 1999

to NET Membership

Note: these events are not affiliated in any way with New England Triumphs, so please check with the sponsoring associations for up-to-date information about these events.

March 5 - 7, Race-a-rama, West Springfield, MA. At Eastern State Expo Ctr. 508-238-7016

April 1 - 4, SVRA Easter at Savannah, Roebing Rd., Savannah, GA. Tentative.

April 18, Jaguars of Southern New England. Slalom in Bristol, CT. 800-524-8274 for more info.

April 23 - 25, Triumphs of the Carolinas Gathering, Reynolda House, Winston Salem, NC. Contact: Bill Wood 336-852-3301.

April 25, British Wheels and Wings Meet at the Santa Monica Museum of Flying, Santa Monica, CA. This event is held to benefit the museum. There will be flying demos including British warbirds. Contact: rfeibusch@loop.com or call 310-392-6605.

May 1, Irish Roadster Assoc. Flea market / autojumble at Bill Macks in Bristol, RI. Rain date is May 2.

May 2, Jaguar Assoc. of New England Slalom. Wyman-Gordon, N. Grafton, MA 800-524-8274 for more info.

May 14 - 16, SVRA Badger 200 Vintage GP, Road America, Elkhart Lake, WI. Tentative.

May 14 - 16, Import - Kit/Replicar Nationals, Carlisle, PA

May 15, Smokey Mountain Austin-Healey Club host the Knoxville Driving Challenge. Knoxville, TN. Afunkhana, rallye and gymkhana are planned. Open to all British cars. Contact Amy Turner 423-745-0309 or e-mail Ltturner@usit.net

May 15 - 22, SVRA Michelin / Car and Driver One Lap of America.

May 28 - 30, 8th annual Champagne British Car Festival, Champaign-Urbana, IL. Featured marque: MGB V8. Contact Gary Brown at 309-663-5372.

June 10 - 13, SVRA Sprint Vintage GP, Mid-Ohio, Mansfield, OH. There might be a "Triumph/MG Challenge at this event! Tentative.

June 17 - 20, TRA National held in Dublin, OH.

Note: there's a '59 TR3A to be given away at a drawing!

July 29 - August 1, SVRA Pennsylvania Vintage GP, Pocono Raceway, PA. Tentative.

August 6 - 8, The Roadster Factory Summer Party, Armagh, PA TR6 30th Anniversary. 800-234-1104. e-mail: TRFmail@aol.com. Web: www.the-roadster-factory.com

September 8 - 12, SVRA Zippo Vintage GP, Watkins Glen International Raceway, Watkins Glen, NY

September 17 - 20, British Invasion. Stowe, VT
September 23 - 26, 6 Pack TRials, Little Switzerland, NC. Contact Kevin Andrews 919-742-9209

October 1 - 3, SVRA Blue / Gray Challenge, Summit Point, WV. Tentative.

October 28 - 31, SVRA Halloween Spookfest, Moroso Motorsport Park, FL. Tentative

Contacts:

COM - COM Sports Car Club. Joe Traut 617-784-3424 or <http://www.comscc.org/~comscc>

CMC - Cumberland Motor Club - Rally and Autocross events in ME. <http://www.agate.com/~cmotoreclub>

HSR - Historic Sports Car Racing, Ltd. 888-HSR-5999 or check out <http://www.telalink.net/~olsens/hsr.html>

JANE - Jagaur Assoc. of New England. <http://users.aol.com/ajowens/jane.htm>

QSCC - Quequechan Sports Car Club, Don Myers 508-679-2512

SCCA - Sports Car Club of America. Solo II (autocross) Chair: Chang Ho Kim, 978-897-7084 or <http://www.ner.org>

VSCDA - Vintage Sports Car Drivers Association. 616-949-8281 or <http://members.aol.com/VSCDAL/mainv3.htm>





CLASSIFIED ADS

Free advertisement space is available to all members of New England Triumphs for related items. Ads run three months, unless we are notified to remove or extend them. Please submit them in writing to **Bess Thorpe, 150 Wallace Hill Road, Townsend, MA 01469**. If time is short, you can call her at (978) 597-2898. Deadline is the 21st of the month.

For Sale:

1972 TR6. Former race car, strong engine, new clutch, new exhaust, rust free body restored and finished in Jaguar factory BRG. Rollbar, new 4-point harness, rebuilt seats, new Panasperts and tyres. Stunning. Getting married. \$5500 now, \$6500 in the spring. Free garage space available. Paul 800-900-8944. nov.

1972 MGB. Good condition. Needs body work. \$2000 O.B.O. Call Chuck 781-245-1664. jan

1972 GT6 Mk III. Excellent condition. New tires. 43K miles. All original. Stored winters. Unfortunately, must sell. \$7500 firm. Serious inquiries only. Call 617-864-1172 and leave message. oct.

1980 Spitfire. Runs good, used this summer. Need room for new toys, must go. \$2500 O.B.O. Call 978-346-8082 and leave message for George. oct.

Spitfire 1500 Parts. Early intake & exhaust manifolds, \$15 ea. Crankshaft & cylinder head \$50 ea. Seat tracks & doors, \$10 ea. Bumpers \$25 ea. I have to clean out my barn. No reasonable offers refused. For other parts call Don Flye 978-724-3318. feb.

Weber DCOE 40's. Completely rebuilt by professional shop. Comes with late style intake manifold. Priced to sell or will trade for TR6 performance parts. Call Bob. 800-479-4949. jan

72 Spoke Wire Wheels. 72 spokes with hubs, full set. Good condition. Call Jack. 207-884-8523. or e-mail jemery@mint.net jan

Spitfire and TR8 Parts. Mostly engine and interior. Call with wants. Negotiable. Jeff. 617-328-7350 evening. Leave message. dec.

TR250 seats (1 pair) Black with white piping. Decent condition. \$50. 978-433-9020. sep

TR3 Transmission. Excellent condition. 750 miles on professional rebuild. \$400. Call Pat Leno 978-475-1512. sep

Wanted:

Front Bumper for TR3A. Front bumper and brackets are needed for my 1960 TR3A. Any condition. Call Steve. 781-937-2639 days or 978-749-2731 eves. mar

Body parts for TR3A series. Call Ron at 800-562-0559 or e-mail to jaronn@aol.com. dec.

Mechanic reference. Information wanted on reputable shop within 2 or 3 hours of central VT for restoration on a 1959 TR3A. Car is in good condition, but owner wants it better! Please call Shaun at 802-234-6720 or e-mail TR359@aol.com. oct.

TR6 Overdrive Transmission. J type preferred for a '74 TR6. If you have an A-type, I might be interested for my '70 TR6. The transmission that is in the '74 is in need of a rebuild, so it might be time to upgrade to an OD unit. If you have the electricals, I can use those too. If you can help out, contact me via e-mail at streeter@sanders.com or call 603-471-0650. Ask for Ken. dec.



New England Triumphs

Lapel/Hat/Suspender Pins*

You can have a 4 colour New England Triumphs lapel pin! These 7/8" round lapel pins are available now! As usual, this is a self-supporting and non-profit effort. The pins are \$5.00 each, get one for every member of the family, and the \$5.00 covers the production costs.

Send to:

New England Triumphs
c/o Ned Sparrow
18 Westford Rd. #25
Ayer, MA 01432
978-772-5047

Forwarding & Address Correction Requested

William & Evelyn Lepere
469 High Street
N. Attleboro, MA 02760



Bob Lang
The New England Triumph
58 Maple St.
Stoneham, MA 02180



New England Triumphs

Membership Renewal Application

Club dues are \$18 for calendar year 1999. This is mostly to cover the costs of producing and mailing a monthly newsletter to our membership. With any luck, your name and address is already correct on this page. If not, please make the necessary corrections. If your car info has changed (or expanded), let us know here.



Member Name:

Send To: New England Triumphs C/O Bob Grove
6 Island Cove Drive
Eliot, ME 03903

Car Information

| Year | Model | Commission # | Colour | Tag No. & State |
|------|-------|--------------|--------|-----------------|
| | | | | |
| | | | | |
| | | | | |
| | | | | |