



the new england

Triumph

June 2009

Vol 32 No. 4



40 Years and counting for the TR 6

2009 marks the 40th anniversary of the introduction of the Triumph TR 6 model. As Ralph Kramden would say “How sweet it is!”

Day of Triumph Reminder

Matt Hogan will again chair the Day of Triumph organization committee. Let's not make this a committee of one. If you can help out at the show please get in touch with Matt an e-mail @ HMghmas@aol.com, or any club officer for that matter, and offer support.

More information on this to follow in the July Newsletter.

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Membership Info:

New England Triumphs membership dues are \$20.00 per year running from January 1st to December 31st. They cover expenses such as website hosting, newsletter production and mailing costs, and special notices as well as to supplement some event costs.

New England Triumphs is an official chapter of:

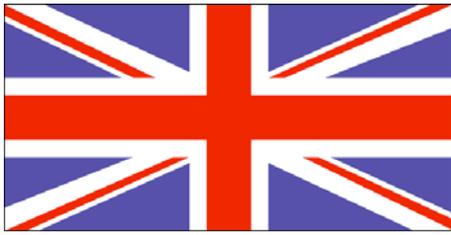
The Vintage Triumph Register (VTR) was founded to promote historic research, encourage sensible and accurate preservation of Triumph automobiles, maximize the enjoyment to be had from driving a Triumph and emphasize camaraderie and social interaction among Triumph owners. VTR welcomes all Triumph automobiles. Membership to VTR is \$30.00 USA and includes 4 issues of "The Vintage Triumph" magazine and newsletter. Check their website (www.vtr.org) for membership information.

The Triumph Register of America (TRA) is the only national U.S. organization devoted to the TR2-4A series. TRA was established to aid TR2-4A owners in the preservation, maintenance and enjoyment of their classic cars. For membership information check their website (www.triumphregister.com).

Business Members:

Submissions:

All submissions except classifieds should go to the Editor; classifieds should go to the classified department as shown above. The deadline to submit items for this newsletter is the 21st of each month for the next month's issue. We encourage every member to submit anything they feel might be of interest to club members. 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 accept submissions via e-mail to artd_net@verizon.net. Plain text files are best, but we'll try anything once. If you would like to reproduce anything in this newsletter for another publication, please contact the Editor. We ask only that you credit the author and this newsletter as the source.



2009 Calendar of Events

NET Events

- Cape Ann Tour**Now in the Rear View Mirror
- South Shore Tour** (See Page 4 for Details)..... **June 27**
- 19th Day of Triumph at the Larz Anderson Museum in Brookline, MA**.....**July 26**
(This is a fixed event date.)
- NET Lobstah Tour** (Still in planning stages, but save the date)..... **Sept. 13**
- Foliage Tour in Central MA** (Details to follow in future Newsletter issues)..... **Oct. 4**

Non-NET Events of Interest

- British by the Sea, June 7th**, Harkness Memorial Park, Waterford, CT. Sponsored by the CT MG Club.
- European Union Show, June 14th**, Heritage Museum, Sandwich MA.
- TRF Summer Party, August 7 & 8.**
- BCNH Show of Dreams, August 8 & 9**, at the 'Nick', Wolfeboro, NH. Sponsored by BCNH.
- CTR 29th Motorcar Gathering, Sept 13th**, Wickham Park, Manchester, CT. Sponsored by Connecticut Triumph Register.
- British Car Triathlon VIII, August 28 -30**, Jiminy Peak Mountain Resort, Hancock, MA. (info at www.britishmarque.com/britishmarque/triathlon.cfm)
- British Invasion, Sept 18 -20**, Stowe, VT
- VTR 2010, Oct X, 2010** (Yes, 2010), Jekyll Island, GA
(This is a long-range plan which would make a fun end-of-year event for NET-ers in 2010.)

South Shore Tour

On Saturday, June 27th, New England Triumphs will have the **Valley of Sin Cruise** which will take us through the coastal villages of Padanaram, Westport and Adamsville along Sakonnet and end in Westport, MA. At mid-cruise we will pass by the infamous Sodom Road, gateway to the "Valley of Sin", Adamsville, which received its name back when rum-running dory men rowed their hooch ashore.

Consisting of some 70 miles of winding roads, the cruise offers some delightful views of stone-wall-bound farms, woodland, marshes, beaches, and summer houses all connected by tree-lines. While only a cruise, this is a good test of your driving skills – although blindfold driving is discouraged. Inexperienced drivers typically set off with the family on board, with the significant other navigating. Those who have done it before borrow someone else's family and survive the day!

Stops along the way include the [Westport Rivers Winery](#) approx noon, "The Westporter" for lunch, and the [Sakonnet Vineyards](#) in the afternoon - all expecting us with ample, spacious parking! After the winery visits and lunch, we intend to stop at [Gray's Ice Cream](#) at historic Tiverton Four Corners!

Gathering Point

We will gather on Hathaway Road at the Day's Inn, 500 Hathaway Road, New Bedford - Day's Inn is immediately accessible from Rt. 140 which in turn is one exit off Rt. 195.

**Weather Forecast – Sunny and warm, but if not the rain date is the next day.
Sunday, June 28th.**

Gathering - 9:30AM to 10:00AM

Hathaway Road, Day's Inn Parking Lot, 500 Hathaway Rd, New Bedford, MA.

Hotel/Lodging

For anyone looking to arrive the night before, the Days Inn (with the Skipper Lounge) is located adjacent to our gathering/starting point. Please let me know if you plan to stay here: Frank Frett - 76tr6frett@comcast.net

Days Inn New Bedford
500 Hathaway Rd.
New Bedford, MA 02740
508-997-1231

Additional Notes:

- Weather** - this is a "fair" weather event. Rain date is the next day!
- Cancellation** - cancellation will be sent out to the NET list. If you have questions ???
Call me, Frank Frett, @ 508-324-5038

The NET Website is back up

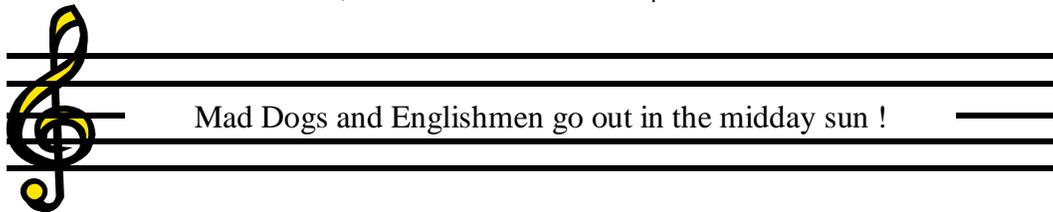
Site: www.newenglandtriumphs.org
Information to get to members only section:
User Name: NET
Password: gloria

Note to NET Members: The below article details a *Triumph Trans-America Charity Drive 2009* being conducted by John Macartney in a concours finished Triumph Stag. At the spring start-up meeting it was discussed (agreed) that NET would accompany John during his drive thru New England, starting in Maine, with a stop at the NET Day of Triumph event on July 26. Hopefully, we will have more details for the July Newsletter, however, as always, keep an eye on the NET e-mail traffic for the most up to date information.

triumph trans-america charity drive
2009

An event for ALL British Car Enthusiasts

or, as the late Sir Noël Coward put it.....



As I sit at my keyboard on a cold March evening in England, with a damp mist rolling up the fields from the River Avon, I'm reminded I have just three months and a few days left.

By the time the last few grains of sand finally dribble on the pile at the base of the sandtimer, I'll find myself in Daytona, Florida at the offices of Grassroots Motor Sports magazine.

And when I get there, it really will be way too late to say, "*er – sorry guys. It was only a joke when I said I'd undertake a drive across the United States and Canada for charity.*"

Far too late!

Joe Pawlak, together with his "*Worshipful Company of Busted-Knucklers*" at **Illinois Sports Owners Association**, will have delivered one effectively brand spanking new Triumph Stag – under its own power I might add, all the way from Chicago to Florida as a break-in and shake-down exercise, surely proving to themselves it was a job supremely well done.

And I guess there's another reason as well. Something along the lines of why *shouldn't* a 100% Concours winning car travel under its own power instead of on a trailer?



That's what's been going on, you see, in a remote shop (aka Joe Pawlak's home) on the outskirts of Chicago, since about this time last year.

Joe and the team collected the Stag from its former owner, took it home in the snow on a trailer – and then methodically

tore it to pieces and took it right down to the bare bodyshell.

See that rust?

That's deep-seated, honest-to-goodness rust that first started to get into the structure at another place called RAF Honeybourne, about five miles from where I now live!

As a former World War Two Bomber station, Honeybourne moved into a peacetime role by being the main transit park for all cars that had left the factory and were awaiting shipment to UK dealers or ocean freighters. What's more, in those days, Honeybourne regularly flooded in heavy rain – and, surprise surprise, it still does!

Anyway, Joe and the team ground off the rust, welded in new metal where there had either been none left at all – or dug out the 'bondo' for road repair.

It was then time to prepare the thoroughly cleaned surfaces for the first coats of anti-rust paint and then the top coats.

In this picture we see an (almost) completely painted Stag outside Joe's shop in October 2008. It went out for a breath of fresh air and a photo-opportunity, only to quickly retreat indoors as the first flakes of winter snow settled across the Illinois plains.



Meanwhile, back in the UK, I was doing many things at once in terms of preparation on many different fronts – not least of which was liaising with James Paddock’s in Chester, in readying the next shipment of parts to go stateside to keep the team up to speed.

By this time, various Stag ‘limbs’ were scattered around Joe’s district, as he harnessed the “*Worshipful Company of Busted Knucklers*” into specialist teams. Some were doing front suspension, others were doing the rear, while yet more were tearing down the engine and transmission. One of the first things to do with the engine removed from its former home of thirty-five years standing, was to separate it from the Borg Warner autobox that we’re definitely **not** using! We had enough surplus funds after buying the car, to acquire a four on the floor with a Laycock ‘J’ type overdrive.



So last summer and this winter to date, has been spent stripping down pretty well everything into its component parts, checking for wear and replacing, when in doubt. Looking at the expenditure this far in terms of bits sent out from the UK, I’m rather surprised that not too many people have had many doubts! But I’m not complaining. Anyone attempting a drive of this length at

the hottest time of the year, can’t leave anything to chance – and Joe hasn’t.

The engine was fully stripped down, with the block and crankshaft sent off for checking and machining. By all accounts, the machine shop’s quality of work exactly reflected Joe’s unrelenting high standards – but with an invoice which proved to be more than acceptable.

Anyway time passed and when the time the block came back, the key engine parts had arrived from the UK and the time-consuming tasks started on re-assembly.

I don't know what you think about Stag engines, in terms of appearance – but take my word for it, in my days at Standard-Triumph in both Coventry and London, I never saw a brand new Stag engine leave the factory in a car looking this good – even if bound for the London or New York Motor Shows.



From the above picture – and others Joe has sent to me, it's patently obvious the internal detailing and care in re-assembly is just as good as the external appearance – and Standard-Triumph's former Chief Inspector, Mr. A.G. 'Jock' Brown who prepared all the cars for the London Show, would certainly have approved!

So at the time of writing, that's about where we are car-wise – but there is frenzied activity on this side of the pond on another front.

Quite apart from trying as best I can to support Joe Pawlak and the ISOA-ers, Glenn Merrell and Chuck Kittelson – together with more than twenty two clubs who have most



enthusiastically and generously asked me to visit them during The Drive, I'm rushed off my feet lining up a Spring and early summer programme for the UK spec Spitfire that was donated to the UK non-profit I run, by its former owner as a UK Raffle Prize.

Valued less than two years ago by the

Triumph Sports Six Club in the UK at more than **US\$12,000** - this utter gem of a 1978 Spitfire 1500 will tragically be leaving my temporary custody this coming June, when it goes to the owner of the winning raffle ticket. It'll break my heart to see it go, but I mustn't complain. It came into my custody *'for free with no strings attached'* and for a specific fundraising purpose, so I have to keep my side of the bargain surrounding the transfer of ownership.

But I know without a shadow of doubt, that somewhere out there, lurks a person who is going to be ecstatically happy when they receive my 'phone call telling them the car is theirs – especially as their winning ticket would have only set them back a little more than about a dollar fifty !!!!

But enough of my ramblings – and to matters in terms of the event itself.

This **Triumph Trans-AmeriCa Charity Drive 2009**, to give it the full name, is for ALL British cars – not just Triumphs so, as I go from State to Province – and back, THREE times – I want to see lots of happy faces in caravans coming with me for as long as they can stretch the mileage. The last I heard was that a number of stalwarts from Red River Triumphs in Texas plan to join me for the rest of the Drive from Dallas to San Luis Obispo via Winnipeg and Vancouver!!!!

C'mon guys, don't just talk about it – DO IT! You know you can!

Unless you've visited the event website at www.triumphtransamerica.org.uk you won't know the general outline route – so here it is.



Not quite “a quiet run in the country” but then we’ll be covering that route to raise money for three non-profits. They are **The Anxiety Disorders Association of Canada** based in Montréal, **Assist Trauma Care of Rugby** in the UK and **The Sidran Institute** of Baltimore.

All of these organizations are actively involved in many different ways in the treatment of a range of anxiety disorders. Specifically, we’ll be drawing attention to and fundraising for one of these conditions, known as P.T.S.D. - or post-traumatic stress disorder.

If you look up P.T.S.D. on the Internet, you could be excused for thinking it only affects people in the armed services.

There are certainly enough websites trying to convey that impression, while the media also leads us in that direction as well.

But while a disarmingly large number of young people serving in Afghanistan and Iraq are coming home to Canada, the UK and the USA *with* P.T.S.D., the disorder can just as easily – and often does affect those of us in civilian occupations.

Fire Department, Paramedics and the Police are just some of the groups who face potential P.T.S.D. situations on a daily basis – but there are many others as well; rape victims, abused children, victims of terrorism, victims of war, survivors of car, train and

plane crashes and those undergoing medical procedures, especially children – and those are just a few.

Recently, I saw P.T.S.D. effectively and concisely described as “*a normal reaction to an entirely abnormal and life-threatening experience*” and as a (former) victim of the illness myself, I know only too well how it can affect those suffering from it. It took me twenty-seven years to find someone who could help me in the UK’s much-vaunted health service!

So, just so everyone is singing from the same songbook, we’re fundraising to help civilians – not veterans or people still in the military, UNLESS a former veteran who is now out of the services and will never return, simply cannot find a therapist with PTSD skills.

It’s important to make that distinction as I’ve had an email or two of recent date implying that I’m likely to ‘tread on ‘political’ toes’ if I help fundraise for Veterans.

That’s absolutely not the case! This Drive will hopefully raise funds for all the non-profits who are represented, to impart further knowledge and therapist skills as they emerge on an international stage. PTSD treatment is still relatively new and it’s our non-profits who, in one way or another, are leading the awareness programs and facilitating information interchange.

Therefore, as we progress around North America and attend shows currently being planned and put on by many clubs to celebrate The Drive, I’m hopeful we’ll see representatives from the Canadian and US non-profits in attendance at some of them, to talk about the illness, its devastating effects on those afflicted with it – and how it can be and is now being treated.

All that is now just three months and a few days away – and I can’t wait to get started on what will for me, truly be a Journey of a Lifetime.

If the route passes near your home town – or that of someone you know who is a classic car enthusiast, please join us for as many miles as possible before it’s time to turn for home.

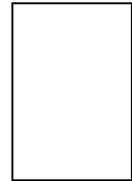
The cities we’re visiting are all on the website (www.triumphtransamerica.org.uk) with their relevant dates and that’s also where you’ll find out how you can sign up to take part, or make a donation to either or both or all of the non-profits.

The Stag is being fitted with a (loaned) Air-Trak system – and you’ll also be able to see where I am at any time of day on an interactive map through the website to within just 15 minutes of actual time as I wend my merry way!

See ya – I hope!

And remember, while this event may have a **TRIUMPH** name associated with it, ANY British car can take part in the ‘caravans’ I hope to see – especially the other Coventry makes among which are Humber, Hillman, Jaguar, Lea Francis, Riley, Singer, Standard-Triumph and Sunbeam. All ‘lesser mortals’ among which are Austin, Bentley, Healey, Jensen, Land Rover, Lotus, Morgan, Morris, Rolls Royce, Rover, TVR, Vanden Plas and Wolseley will be most welcome too!

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ADDRESS CORRECTION REQUESTED



«Name»
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«City_St__Zip»

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NEW ENGLAND TRIUMPHS



**APRIL 2009 NEWSLETTER
Report on Spring Start-up Meeting**