



the new england

Triumph

Serving the Triumph Enthusiast since 1977

JULY 2013

<http://www.newenglandtriumphs.org/>

Vol 37 No.4

Triumphs Seek the Peak



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New England Triumphs membership dues are \$20.00 per calendar year. They cover expenses such as website hosting, production and mailing of newsletters and special notices, and supplementation of some event costs.

Membership Info:

New England Triumphs is an official chapter of:

The Vintage Triumph Register (VTR), dedicated to the history, preservation, and enjoyment of Triumph automobiles. VTR welcomes all Triumph owners. Check their website (www.vtr.org) for membership information.

The Triumph Register of America (TRA), 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. Check their website (www.triumphregister.com) for membership information.

6-Pack, dedicated to the preservation, restoration and enjoyment of the TR6 and TR250 (www.6-pack.org)

Submissions:

All submissions except classifieds should go to the Editor; classifieds should go to the classified department as shown above. 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. If you have supporting photos, please submit them. Send electronic submissions via e-mail to stan.foster@hp.com. 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.

*****DAY OF TRIUMPH – SUNDAY JULY 28TH*****

Hi folks, July 28 is rapidly approaching and that means DOT 2013 will once again bring around 100 Triumphs to the Larz Anderson Auto Museum in Brookline, MA. For this year's T-Shirt we got some help from Michael Cleland who did the artwork for the 6-Pack Trials T-shirt last year. Thanks to Justin Mercier for helping to make the connection. I'm currently commuting to San Francisco so as usual I'm totally unprepared for DOT but John Cyganowski came to my rescue and took care of organizing the trophies (Thanks John) and I'll be reaching out to our usual volunteers to help out on the day.

We will be holding a raffle table and we very much appreciate all contributions to the raffle table. It doesn't have to be Triumph related, our attendance is diverse. This year Moss Motors has very kindly sent a box of stuff to help get us started.

We always get some surprise special cars at DOT and I hope this year will be no different but most of all this is the one time of the year where we can get most of the club members and the local triumph community together at this great location, meet some old friends, make some new friends and have a good time. Now let's hope this weather pattern stabilizes and we get a perfect day for DOT 2013 and I'll look forward to seeing you on the 28th.

Stan

SUNDAY DRIVING: NORTH SHORE TOUR

The annual Cape Ann tour took place on Sunday June 1st. The weather was sunny and HOT! Approximately 9 cars gathered for the ride including a TR3 that made the journey from Western MA. This year's ride took a little different route to avoid the bottleneck in Rockport. Alex and Pam



led the way in their TR3, taking us through Gloucester, Essex, Manchester by The Sea, into Ipswich. After an hour or so of driving we stopped at Russell Orchards in Ipswich to cool off the cars and the riders. After some refreshments, a discussion and a vote, the group decided that it would be best to shorten up the trip a bit due to the extreme temperatures. Our return trip included a tree lined stretch of road thru Bradley Palmer State Park and the windy road that leads us to our final destination, Lobsta Land!

Thanks again to Alex and Pam Delis for planning and leading this tour.

The Great Mount Washington Weekend by Wendy Rose

The first New England Triumph Mt. Washington climb turned out to be a wonderful adventure with great cars, great people, stunning views, and lots of great drives through the New Hampshire mountains. In spite of lots of bad weather predictions, we had a window of rain-free driving throughout our Saturday climb and tours. It all started with the group gathering on Friday night for a welcome reception in The Eagle Mountain Inn's "library" (off the reception area). The historic Inn was all it was cracked up to be and provided a great setting and attentive staff. The group decided to take advantage of the Inn's dining room and diverse menu for the evening meal and we had our own room where we could be as riotous as we wanted to be.

I heard rain throughout the night, but woke up to gray skies and clear driving. The group was so fortunate to have Tim Hutchisen along since his contacts with the Mt. Washington Auto Road staff gave us up-to-date information about the road conditions and plans for the day. We were able to keep to our original schedule and headed up the road around 10 a.m. Nine cars climbed the curves up to the halfway point (just past 4000 ft.) which was all they would let us go that day. It was the most dramatic view! We were able to see the other Presidential mountains as the clouds swept in



and out and boiled up from the valley floor like steam from a cauldron. There were times when we were in a bowl of sunshine. Everyone's cameras came out! It was hard to leave but we wanted to move on to lunch in Gorham, NH. Again, a great staff at the restaurant accommodated our group. Then, off to touring. We headed up to Errol, NH along the upper Androscoggin River on a hunt for moose (photos). The group did an outstanding job of capturing moose on film--unfortunately they were the stuffed, statue, and toy variety. Tricia Gibbs got the prize (a stuffed moose toy) for most photos, but several others did an outstanding job.

Tim and Karen then took the lead and led us through the gorgeous Grafton Notch in ME on a perfect Triumph road, back down to Gorham. The day was topped with a group dinner at the Red Fox Pub in Jackson where the moose shoot prize and the black fly collection prize was presented. Ned Sparrow smacked more black fly's on his bumper target than anyone else and was rewarded with a black fly T-shirt.

After the fabulous hotel breakfast buffet the following morning, most cars headed out for home. Three of us remained to climb Mt. Washington once again since they opened the auto road all the way to the top. Since antique cars don't have to pay a fee to go up, it was a perfect opportunity to drive the drive. Just above the previous day's barrier, we hit fog and rain. It felt like we were groping our way up--especially when we got to the parking area and could barely see where to go while on an incline like no other and while the engine decided to cut out. Arrrrrrgh! Tom was able to re-start the engine and lurch to a parking spot, thank goodness!

As the Mt. Washington folks say, "We promise the worst weather in the world, and we didn't want to disappoint you!" We hit an average day up there: the temperature was 38, it was raining, and the winds were 60 miles an hour. The group had a great time touring the visitor's center,

reading all about the history, and then making a pilgrimage to the highest spot you could climb. As I struggled to reach the high point through wind and rain, I nearly got blown over! For some reason, this always set me to laughing hysterically! Too much fun!

I want to go again! I think others do too. The good news is that there is a lot more to see in the area. Stay tuned for news of a return trip next year.



Group photo at the 4 mile turnout of the auto road

2013 Club Events and Other Events of Interest

NET events are marked with an asterisk. Event dates and details are subject to change, sometimes at the last minute due to weather forecasts. For club events, be sure to check the calendar on our club website www.newenglandtriumphs.org for the latest information.

Sat Apr 13 – Sun Oct 27, 2013

Concept Car Exhibit: Apr 13 - Oct 27, 2013

Heritage Museum & Gardens, 67 Grove Street, Sandwich, MA 02563. "Driving Our Dreams: Imagination in Motion" An exhibit of some of the most historically significant concept cars ever built. Open April 13 through October 27, 2013.

Sat Jul 27, 2013

BCNH Annual Show of Dreams

"The Nick" recreation field, Trotting Track Road, Wolfeboro, NH 03894. Please visit the BCNH website for registration forms and detailed information.

Sun Jul 28, 2013

*** Day of Triumph 10am to 2pm (NET event)**

The Larz Anderson Auto Museum, 15 Newton Street, Brookline, MA 02245. Our annual event at the Larz Anderson Auto Museum. **Volunteers are**

needed to help on the day of the show.

Contact Stan Foster:

stan.foster@newenglandtriumphs.org

Tue Jul 30 – Sun Aug 4, 2013

NH Speedway Vintage Racing

New Hampshire Motor Speedway, 1122 Route 106 North, Loudon, NH 03307. The 23rd Annual Vintage Racing Celebration moves to mid-summer this year.

Thu Aug 1 – Sat Aug 3, 2013

Roadster Factory Summer Party

The Roadster Factory, 328 Killen Road, Armagh, PA. TRF's Summer Party includes social and competitive events, an event dinner, outdoor movie, and a car show. See TRF's website for registration forms and more information: www.the-roadster-factory.com

Fri Aug 23 – Sun Aug 25, 2013

British Marque Triathlon X

Jiminy Peak Mountain Resort, Hancock, MA. British Marque Triathlon X

Fri Aug 30 – Mon Sep 2, 2013

Lime Rock Historic Festival

Lime Rock Park, Lakeville, CT. Three days of on-track racing of vintage cars driven by some vintage drivers makes this a special event. Car show on Sunday. Several club members will be driving out together early Saturday morning. Contact Ned Sparrow for more information. Tickets can be purchased online at the Lime Rock park website. Deadline for reduced price tickets is Friday August 23rd.

Elkhart Lake Vintage Festival

Fri Sep 6 – Sun Sep 8, 2013

Road America, Elkhart Lake, WI. The ELVF will be celebrating Triumphs this year with Kas Kastner as the "Honored Guest" for the weekend.

Sun Sep 8, 2013

CT Triumph Register Annual Gathering and Picnic - Wickham Park Manchester CT

Thu Sep 19 – Sun Sep 22, 2013

6-Pack TRials

Leelanau Peninsula, Michigan. The 2013 6-Pack TRials

Fri Sep 20 – Sun Sep 24, 2013

The British Invasion

Stowe, VT. A great multi-day event featuring hundreds of British cars invading the scenic town of Stowe, VT. See the event website for more information. Accommodations in Stowe sell out early for this event. If you plan to go, book a room ASAP.

Wed Oct 2 – Sun Oct 6, 2013

VTR National Convention

Greater San Francisco Bay Area, CA. The Vintage Triumph Register's (VTR) annual convention

Sat Sep 14, 2013

*** Lobster Tour (NET event)**

Stonewall Kitchen, 2 Stonewall Lane, York, ME 03909. One of our great annual events! Meet at the Stonewall Kitchen store in York, ME (exit 7 on I-95). We will depart at 12:00 sharp on a scenic drive along coastal Maine roads, ending in Cape Elizabeth, ME at The Lobster Shack at Two Lights. The restaurant is right on the water with beautiful views. Pay individually at the restaurant for food and beverages. There are many items on the menu in addition to lobster including options for those who want something other than seafood (burgers, veggie burgers, chicken sandwich, etc.) The menu is available on their website. No need to pre-register for the event. Simply show up at the Stonewall Kitchen by noon.

Fri Oct 11 – Sun Oct 13, 2013

CCBCC British Legends Weekend

Falmouth, MA. The Cape Cod British Car Club's annual British Legends Weekend. The event includes a Meet & Greet on Friday, a drive on Saturday, a party on Saturday night and a car show on Sunday.

Sun Oct 20, 2013

*** Halloween Rallye (NET event)**

A gimmick rallye with a Halloween theme. The rallye has been designed so that the answers can be seen from the driver's seat so if you don't have a navigator don't let that stop you from participating. Consider wearing a costume or decorating your car. Who knows, you might even earn some extra points for your efforts. The rallye will start and end in the Littleton, MA area. Details will be provided closer to the event date. Rain date: Sun Oct 27.

This TRIUMPH Climbed Mt. Washington by Bob Lang

When Tom and Wendy announced at the startup meeting that there was to be a trip to NH and an ascent to the summit of Mt. Washington, Linda and I were instantly "in". Linda has never been to the summit, and the last time I went up there was perhaps 20 years ago. Also, sometime in the middle of May, some folks from a new business in New Hampshire contacted me asking if we'd be interested in a behind the scenes look at the place. The place is called Historic Motor Sports in Candia, NH. I posted the possibility of the tour to the NET mail list and got a couple of bites.

Fast forward to June 7th. The forecast was grim with remnants from a tropical storm in the mix. Press on regardless. Linda and I met up with Ned and Ellen Sparrow and we took mostly secondary roads up to Candia, NH. We somehow missed Rt 28 in Derry so we wound up taking 121 up to Auburn and then taking a back road over to 101 and eventually Candia and Historic Motor Sports. Now, when HMS contacted us, the owners indicated that they had both a Stag on consignment and a Triumph 2000 Roadster. Rewind - HMS is both a consignment seller and they also store cars for clients in a HUGE facility. Turns out the place had been built with the goal of providing sales and support for equestrian activity, but the former owners let the project get more or less out of control and they ran out of money. So, picture a showroom that's 75 by 75 with no support columns and you start to get the idea. In any case, we saw some really neat cars there including the two Triumphs (the Stag, by the way was in really, really good original condition with about 44k miles on the clock), as well as some MG's, a couple of Healeys, a Mini, several vintage British motorcycles, a couple of muscle cars and a really awesome Riley Saloon car. Fun stuff. It turns out HMS

is morphing a bit from the original plan and they decided to get into service and restorations, so they're in the process of outfitting a really big service area. This place was pretty kool. It turns out that one of the owners is the "big cheese" for British Motorcars of NH - hence the affinity for things British. They also extended an invite for NET to use the place for gatherings for tours and they even have meetings rooms for that sort of thing. I think we may be going back there in the future! After we left HMS, it was off to search for food. We wound up missing a turn for Rt 43 and eventually wound up on Rt. 28 - hey, we found it!! Lunch was at a great "local eatery" right at the Epsom rotary. Good stuff! We stayed on 28 up past Alton Bay and eventually to Rt 16 in Ossipee. Even though the forecast had been rain, we pretty much had "spritizes" and the road was dry for most of the trip.

We arrived at Eagle Mountain House Inn around 4:30. Folks gathered in the library. Tom and Wendy handed out participant packages including a target for your car that would be used to calculate who was best at "whacking" the local black-fly population. We all had dinner at the Inn and some of us turned in early while others took advantage of other amenities at the inn. It rained buckets on Friday night into early Saturday am. After driving instructions from Tom, which included the afore mentioned black fly target and that we were to get as many pictures of moose as possible, we headed up to Glen House for a tour of the carriage museum (definitely worth visiting) and from there we started our ascent.

Apparently, antique cars get free admission to the Auto Road. Woohoo!!! Unfortunately, due to the heavy rain on Friday, the road was only open to the 4 mile turnout. We all took the ride up with Tim

Hutchisen and Karen taking the point in their GT6+. Note that Tim was a stage driver for the Auto Road and he knows pretty much every crack, bump and nuance from the toll house to the summit. Maybe more than that! When we got to the turnout, the clouds were somewhat parted and we had great views of the Great Gulf Wilderness, Mt. Jefferson and points north. We also got to view some really kool flora in the form of the alpine variety. Some flowers were in bloom, even if the blooms were very, very tiny.

The descent went without any fanfare despite the warnings about not riding the brakes and that sort of thing. From the bottom, we headed up to Gorham for an awesome lunch at a local pizza joint. From there we headed north on 16 to Berlin and points north along the Androscoggin river up to Errol. This is Moose alley - if we were going to see any moose, this is the place to see 'em. Well, near as I can recall, we didn't see any actual moose. That's okay, though. We did stop at LL Cote, yes, you read that right, which was a cross between LL Bean, a local gas station and Quickee Mart. Interesting. And the locals seemed amused by the Triumphs and one truck-load of folks were showing off their 70's vintage Triumph motorcycle which was pretty kool. I haven't mentioned it yet, but this was the first weekend of "Bike Week" in the NH, and there were motorcycles everywhere! Including a fair-sized group in Errol. Go figure.

We then departed from the original plan and took Rt 26 over the hill to the Great State of Maine and Grafton Notch. That was a pretty drive with lots of hills and dales. We then headed south on 5 to an unmarked road "North Road" which follows the Androscoggin on the opposite side of the river from US 2. Neat road. That got us to Gorham from where we back tracked to Jackson and eventually dinner at a local Jackson eatery, the Red Fox Bar & Grille. Sunday morning was bright and sunny. Linda

and I took an early morning walk over to the golf course at the inn. We neglected to apply bug spray prior to the walk - big mistake. The black flies are vicious. It's okay, though, the swelling went down after a couple of days. After the group had breakfast, about half the folks headed back to the flatlands while Tim and Karen, Tom and Wendy and Linda and I headed over to Glen House for another shot at conquering Mt Washington. The road to the summit was open, but visibility was under 100 feet and the wind was at about 50 MPH. Pretty much normal Mt. Washington weather. The climb went fine, although we did see at least one candidate for the Darwin Award, that being a motorcyclist who decided to turn around in the middle of the road right at the Cow Pasture near the summit. Fortunately, ace guide Tim realized there was an object in the road and we all slowed to a crawl.

At the summit, we all walked the Widow Maker to the Observatory. We all stood at the edge of the upper deck to get the "real feel" of standing in a 50+ mile per hour breeze. Very kool. We all got wet, of course. After poking around at the summit, we started our descent. As mentioned the visibility at the summit was close to nil. Getting out of the parking lot was, well - interesting. And not without damage. While pulling from the unpaved parking to the auto road, I somehow managed to hook the exhaust pipe on a rock that was sticking out and, in front of a large number of Harley Davidsons, the exhaust parted from the header pipes leaving me with wide-open headers. It sounded loud. VERY LOUD. Rather than get out and lie on soaked ground to determine that there was no possible way to fix the problem I elected to just keep going. So, we did the whole descent sans any sort of muffling whatsoever. Did I mention it was LOUD? The only "adventure" on the descent was somewhere near the one mile marker, there was a bear foraging just off the road, driver's right. Well, I guess to bikers that

means "stop and get a picture". I won't lie, if the car had a complete exhaust system that was functioning, I probably would have stopped to get a picture. But NOT IN THE MIDDLE OF THE ROAD! At the parking lot at the bottom, we determined as best we could a strategy. Tom and Wendy went on their way so they could take care of dog-sitting issues and Tim, Karen, Linda and I went to the cafeteria at Glen House to rest and strategize. We decided that heading to Tim's well equipped garage to facilitate a temporary repair was the best way to approach the situation. An hour or so over the mountains and we had the car on a lift surveying the damage. Turns out the entire exhaust system was pushed back about 4 inches. So, we pulled and torqued on the pipes to get the header collector just about lined up, clamped it together with some exhaust band clamps and some exhaust pipe compound and within an hour Linda and I headed south with the car quieter. We took mostly back roads until we got to Massachusetts and then jumped on I-495 for the last 50 miles or so. We got home

around 8 PM or so .It was a great weekend with new experiences and even though we never did see an actual moose, Linda and I are ready to do the trip again. Thanks to Wendy and Tom and especially to Tim and Karen for volunteering their facilities!!! That was awesome.

Sidebar: I was able to fix the exhaust system to almost as it was before. I had to pull all the pipes and unbend the hangers and I had to re-position the rear-most hanger because the pipes had been tweaked in the initial impact. But it's back together and the car is drivable. I'll do a permanent fix later this year or over the winter.

Sidebar Two: with the exhaust system not present, the car was very loud. So, we wound up trying to coast as much as possible when we were off the mountain. The net effect was that we got over 28 MPG on the tank of gas from Ossipee, up to Errol, up the "Big Rock Pile" TWICE and then over to Norway and back down to Exeter, NH-ish. That's not too shabby!!

The Friends of Triumph Presents: The Kastner Cup 2013- Shawn Frank

Bob Lang and Ned Sparrow are planning on making the trek to Road America in September 2013 and invite anyone interested in joining them. There's no "plan" for them to drive out in Triumphs at this point, but Triumphs will get to do some parade laps at Road America so there's incentive. That's pretty awesome in and of itself. Camping at the track is available and the facilities there are pretty good. Actually, better than Lime Rock.

There are some events that are life changing. Not only one event, but many aspects and sides to a whole experience. Just the thought of it gives me goose bumps. The particular event we are excited about is the Kastner Cup 2013. It is the 11th installment in an annual event filled with racing history. Starting in 2003 in Ontario, Canada at Mosport International Raceway and has been held at different historic villages with racetracks in

the forefront all over North America. With locations like Watkins Glen, Road Atlanta, Laguna Seca, and other racetracks, this installment for 2013 should prove to be the largest and most historic of them all. The Village of Elkhart Lake, WI is alive with racing influence and sights that any motor sports fan can relish for life. From the old course still in place with landmarks like turn five, The Hard Left, to the start/finish line

distinctly marked in the background of the famous Seibken's Resort and Tavern. Elegance, style, ambiance are all felt while standing in the center of it all. Did Paul Newman sit in this very chair? Did Kas Kastner stay in this room? The mind can't help but wander off into thoughts of high revs and tire smoke. The prominence and prestige of the rich and famous, the finer things right before your very eyes. Even visiting the small village's benefits like quaint antique shops, personable cafes, and local villagers' smiles and welcoming waves, all with the sweet song of horsepower in the distance. This weekend will be filled with "can't miss" events. Take in a stroll around the green terrain, eat at a five star restaurant, order a drink at Seibken's Bar, enjoy the Gather on the Green Vintage Car Show near the old start/finish line in the Osthoff Luxury Resort courtyard, or hang out at the track all day and soak up the sights and sounds that are only present at this event. If you have a car, you are in for a special treat. There will be Old Course reenactments, tour laps at Road America, and wind in your hair while following vintage cars wanting to be a part of it all just like you. This promises to be a touch of it all. A hint of the honor and glory of yester-years. Not only will there be racing, but it will be a display of how things used to be. Real men in rockets on the razor's edge in cars that are rebuilt to specs of their prime. 40, 50, 60 year old cars humming a tune of power around Canada corner and up

For Tickets and camping info:

<http://www.roadamerica.com/>

For Driver Entry, Race Schedules, etc:

<http://www.vscda.org/>

Host Hotel/Resort and Lodging info:

<http://www.osthoff.com/>

Driver and Crew info:

<http://www.fot-racing.com/>

Other Lodging info:

<http://www.siebkens.com/>

the hill towards the tower. Spectators, aptly pegged "Fence Monkeys" peering around the corners trying to get a glimpse of days of glory past. The smell of burnt rubber and exhaust fumes ever present at every corner of this "4 Miles of Black Magic". This will be the place to be, the thing to do, and will coexist with the VSCDA's Elkhart Lake Vintage Festival starting September 6th and continuing through September 8th. The Kastner Cup will be the crown jewel of this entire weekend. Someone will be awarded the prestigious Kastner Cup. It won't necessarily be the fastest driver. It is possible to win twice, just not consecutively, but I guarantee they will be pushing as hard as everyone else. There is yet to be a repeat winner. The Kastner Cup is based on 50% track performance, 25% car presentation, and 25% attitude and interest in Vintage Racing. Come be a part of it all. Take in all the sights and sounds that this once in a lifetime experience has to offer. Whether you are a racer or spectator, we promise you will develop fond memories and meet people with the same passion and love for vintage cars and the lifestyle that comes with being a custodian of such works of art, displays of form and function, and historic drivers alike.

See you there. September 6th-8th at Elkhart Lake, WI.

VSCDA's Elkhart Lake Vintage Festival and Kastner Cup 2013 are waiting for you!

View pictures:

<http://s1360.photobucket.com/user/ContinuedLegacy/library/Kastner%20Cup%202013%20Press%20release?sort=3&page=1>

There will be more info coming on package deals exclusively to Friends of Triumph, VTR, TRA, 6 PAK, VSCDA, ELVF, and NASS members. These packages will include welcome dinner (Friday night) with Kas

Kastner, old course re-enactment, crew assignments for the famous Triumph TR 250K, prime paddock parking (Triumphs only), Gather on the Green car show on the Osthoff Resort lawn, Road America track touring, and much more for the whole weekend. Everyone with packages and a Triumph will be able to take a pre-grid lap of

Road America on Sunday before the Kastner Cup. For package info and forms, please email me at my71spit13@yahoo.com.

Please share this with others that may be interested in attending this epic, once-in-a-lifetime event -Shawn Frank

British Car Day at Larz Anderson Park – June 23, 2013

British Car day was recently held at Larz Anderson. . There were approximately 35 Triumphs in attendance. Also seen that day were a variety of Jaguars including an antique racer, an Austin pickup truck (powered with an MG motor), a variety of Lotuses, MGs, Minis and a DeLorean. Speaking of which, check out the DeLorean Dash Cam video on You Tube and you just might catch a glimpse of yourself (I did!).



Membership Renewal Reminder

If you have not done so already, please fill out the membership form (found online or from a previous issue) and send your check to our treasurer, Rick Trowel. Rick asks that you please include an up-to-date email address so that we have a means to contact you for official club business. You can also have your email address added to the club email list for general discussions and questions. If you would like to opt out of receiving a paper copy of this newsletter (to help defer printing and mailing costs to the club), please indicate this in your renewal application. Please note that we do not share your personal information with anyone.

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ADDRESS CORRECTION REQUESTED



NEW ENGLAND TRIUMPHS



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