



the new england



Serving the Triumph Enthusiast since 1977

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

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Spring is coming...

Annual Planning Meeting

Sunday March 16, 2014 at 3pm

I was just looking at my startup email from last year and it starts with “Despite the approaching blizzard...” so here we are again, thinking about spring and planning the upcoming driving season while we wait for another foot of snow to arrive. However it is February, the groundhog says we only have another 6 weeks of winter and it will soon be time to wake these Triumph beauties up from their winter slumber, blow the cobwebs off the Triumph and the doors off the neighbors Prius. To that end we will be once again be hosting the startup meeting on **Sunday March 16th at the Yangtze River restaurant in Littleton, MA**. We will start the official meeting at 3pm and anyone wishing to stay for dinner can take advantage of the Buffet or order off the menu. John Gibbs will set up his video system so we can show some inspiring pictures from last year as well as display the calendar as we build it.

The [Yangtze River Restaurant](#) is located at 584 King Street, Littleton, MA 01460 Phone: (978) 486-0500. The restaurant has a dedicated function room that we can use with a good view of the rear parking lot if the weather is good enough to bring a Triumph.

Usual startup agenda of confirming the club officers for another year, seeking volunteers with organizing our major events and sorting out the 2014 calendar. We added a couple of new events last year with great success and I’m hoping that once again we can provide a varied event schedule with something for everybody to enjoy.

See you on the 16th, bring info about any events that we should add to the calendar and think Spring! –Stan Foster

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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.

Welcome New Members:

Lewis Prycl, Alan Maine

Bruce Wilson, Garland Maine

New England Triumphs Club celebrates 2013

The New England Triumphs Club came together in late January to celebrate another successful year. The End of Year party was held in a new venue which worked out great, The Holiday Inn in Boxborough, MA. The staff at the hotel made us feel very welcome and served us a great meal. We had a good turnout this year with 43 club members in attendance, including 2 new



members from Connecticut, Bill and Marybeth Hall. They are proud owners of a 1956 TR3A in British Racing Green. The club's Stripped Gear Award, which recognizes the club member who has gone above and beyond in the past year, was awarded to John and Tricia Gibbs. Tricia has been doing a great job as newsletter editor and John stepped in to take over the newsletter publication when Don Jenkins retired from the position. Together they prepare the newsletter for distribution (both hard copies and electronic copies). In addition, they bring

audio/video equipment to club events and provide wonderful slide shows of photos from club events.

Congratulations Tricia and John! The final event of the evening was our always amusing Yankee Swap. This

year's most coveted gifts were a custom painted Triumph mailbox and a very cool gearshift pen. The mailbox eventually went home to Maine with Wendy Rose and Tom Walling. Ellen Sparrow who had chosen "#1", picked the gear shift pen. Once the gifts were distributed, the club gathered for a group photo.



Find us on Facebook...On January 1st, 2014 the New England Triumphs Facebook page was "born". Members who use Facebook can view photos, articles, events or anything else that might be of interest to a Triumph owner. If you are on Facebook, please "Like" our page. So far we have 25 Likes! Just type "New England Triumphs" in the facebook search bar to find us or on the web at <http://www.facebook.com/newenglandtriumphs>.

Pagoda Hill Climb: A Hill Climb of a Different Sort

By Bob Lang

About 6 months or so back, I decided it might be different to take a shot at a "hillclimb" event. Hillclimbs are classified by SCCA under the same rules as club racing. That's because the speeds are higher than autocross and for the most part, the danger level is a lot higher than autocross. So, there are rules for Club Racing that you must adhere to and there are also Time Trial Rules. The bottom line is that you have to wear a fire suit and you have to have more stringent safety gear than autocross.

Those factors led me to consider whether this effort would pan out. Add to the list - you need a Time Trial license which involves sending more money to SCCA along with a medical evaluation. I answered the medical evaluation completely and openly, and that led to me getting rejected on the first try. That meant I had to get a complete physical. That was a good thing as the doctor pronounced me "fit as a fiddle".

So, now I had run out of excuses and it was time to commit.

With typical modus operandi, I waited until about 10 days prior to the event to 1: register and 2: order the needed safety gear. Go figure. But, I still fit in my driver suit that I bought back in 1997! That was quite the surprise as 1997 was about 15 or 20 pounds ago! On the Monday prior to the event, I got a call from the event chair: Bob, you're on the waiting list. Oh well. I told him I'm coming down anyway. Which was okay because before I arrived, at least five drivers cancelled their registrations and we wound up with 102 drivers taking the hill.

Ah - the hill. Reading, PA has a park to the east. There's a significant grade to one of the roads heading up to the fire tower at the summit. So much so, that early automotive pioneer Charles Duryea apparently liked to test his cars on this very road. Hence, the road is named Duryea Drive. The hillclimb we were to run is called Pagoda. The name comes from another tower on the road that is, well, a Pagoda. It's a 1.3-ish mile up about 800 foot of elevation with nine turns, seven of which are switchbacks of various radii along with a longish "straight" where significant speeds can be reached. It is, in a word, quite a challenge.

I managed to convince Dan Boudria to assist me as crew. Good thing - the logistics of running the car are totally different than autocross. When it's time to make your run, you get in a line for your turn and after you make the run you have to sit at the summit along with the other participants in your run group until the entire 50-car run group completes the run. Then you parade back to the grid and start again

This event process left us with some down-time, so you could go looking at the other cars or show off your own car or just sit and contemplate. I wound up climbing up to turn two just to watch the various drivers and the racing lines they were taking. Turns out, they were all over the place so it was hard to figure out who had the best lines.

At any rate, we got three runs on Saturday and four on Sunday which was pretty awesome. I managed to continually take time off in chunks and my last timed run I got down to within .088 seconds of the class

record for the current (new) configuration. And on that last run, I was over one second faster than the previous run and I left some time on the hill by missing an apex by a few feet. But I won E Prod by almost 5 seconds... that was pretty kool.

No event write up is complete without some mention of other folks there. We got in fairly late Friday. The sun was still up, but that's only because it also happened to be the Spring Solstice so it was like 8:15 PM when we pulled in. The event chair had saved probably THE PRIMO paddock space for us so that was pretty awesome. We met a lot of folks that we knew including Richard Good of Goodparts running his TR6 and Tim Williams was running a TR7 (coincidentally in E Production where I was running). There was also a fellow running with Richard Good who's email address is TRDOC and he chatted me up as he's building a TR250 for hillclimb.

We also met some folks that have a club called "The Liverpool Auto Club" or something like that. It's a US chapter of an actual club in the UK, reportedly one of the oldest car clubs in the world. In any case, these guys are hard-core. Lots of fun to hang around with. By coincidence, one of the ring leaders is a fellow named Peter McCarthy who, as many stated, looks to be a dead ringer for yours truly. Or visa-versa. But one moment, awkward maybe, involved a woman who started talking to me as if I knew what she was talking about and after a minute or so stopped mid-sentence stating, "Oh, you're not Peter". Umm, ya. But Peter and I agree that we had met our doppelgänger. Go figure.

The event is held on public roads in a park that is bordered by various houses and apartments - mostly row-house style. There are a lot of folks from the general public walking around and asking questions. I talked to many, many folks all of who had some sort of TR6 connection or another. That was pretty kool.

We posted in-car video on YouTube.

Here's a quick

URL:<http://www.youtube.com/watch?v=CiyLeStVHV4>

Even though Reading, PA is a haul of about 300 miles, I'll probably run this event again sometime. Highly recommended. Oh, and there's a bunch of really kool vintage British iron running the event (usually).



The Tyee Triumph club of Washington to celebrate their 50th anniversary this year.



50th Anniversary 2014

LeMay – America's Car Museum
Tacoma, Washington



Submitted by Kay Franklin, former member of NET, active member of the Tyee Triumph Club and Chairman of the club's 50th Anniversary Committee:

I am a former member of the New England Triumph Club and moved home to the Seattle area in 1996. I have good memories of the New England drives, car shows and nice people! You published a photo of me & my TR6 with sign "Seattle or bust" when I left. My TR6, which I've owned now for 32 years, has been under restoration since last January. It was all original from 1973 so it was in need of new paint.... well, you know that's how it starts... after just wanting to have it painted, it turned into a frame on restoration (although we did replace the pads between the frame and body). Everything was working and driving just fine, still great oil pressure after 167000 miles! So we stripped it to a shell and had a great local restoration shop, Britsport of Seattle, get rid of the few rusty areas (mainly lower door area and trunk lid) and paint it Wimbledon White. It looks GORGEOUS! We've been working on reassembly and the target drive date is the local MG Tulip Rallye in April. I've never been thru a car restoration before and wow is it a BIG project! A year+ without driving my 6 has been tough, (we have two Morris Minors in the garage so I had to be happy driving the '58 saloon last summer-at least it is British). It's been like a home project... you open up a wall to fix something and then decide that "while you're there... let's do x,y,z, too". So in addition to lots of powder-coated parts, my car will have new SU carbs, a rollbar with a 3rd brake light wired into middle top of it and oh yeah, bought a factory hard top and had it painted the same color as the car (not that I plan to have it on very often -- a convertible is for driving top down!).

Membership Renewal Reminder

It is NET Membership renewal time so if you have not done so already, please fill out the membership form and send your check to our treasurer, Rick Trowel. The form is included in this newsletter and on the NET website (www.newenglandtriumphs.org). 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.

New England Triumphs -- Membership Application

www.newenglandtriumphs.org

A club for those interested in the restoration, preservation and ultimate driving pleasure of the vintage Triumph motorcar. Ownership of a Triumph is not required. New England Triumphs is an affiliate of The Vintage Triumph Register, Triumph Register of America and the 6-Pack club.

Check One: New member: fill out entire form Renewal: fill in name and any new/changed info

Contact Information: Please note: We do not share NET member information with anyone

Name(s):

Address:

City: State: Zip:

Phone 1: Phone 2:

Email:

Do you want to be added to the NET E-mail list? Yes No

This list is used for club announcements and is also our "Bulletin Board" where you can ask questions and share information with other club members. Please update your email address if it has changed.

NEW! Do you want to opt out of receiving a paper copy of the newsletter? Yes No
(An email will be sent when an electronic copy is available online, saving us printing and mailing costs).

How did you hear about us?

Car Information: If your car information has changed, please update it below.

Year	Model	Color	Comm #	Tag No. & State
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Other Club Memberships

Vintage Triumph Register (VTR) Triumph Register of America (TRA) 6-Pack

Other:

Mail to:

New England Triumphs
 c/o Rick Trowel
 22 Duane Drive
 North Reading, MA 01864

Annual dues are \$20. Mail your check payable to **New England Triumphs** along with your completed application to the address on the left. This form can be filled out online and then printed or printed first and completed by hand.

The New England Triumph
c/o Rick Trowel
22 Duane Drive
North Reading, MA 01864
ADDRESS CORRECTION REQUESTED



NEW ENGLAND TRIUMPHS



February 2014 Newsletter