



the new england

Triumph

Serving the Triumph Enthusiast since 1977

July 2016

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

Vol 40 No. 3

DAY OF TRIUMPH



Sunday July 31st 2016

Our club's annual car show, Day of Triumph, will be held on Sunday July 31st at the Larz Anderson Auto Museum, 15 Newton St., Brookline MA from 10 am to 2pm. There are always a good variety of Triumph automobiles and even a few motorcycles on display. Members come from all over New England for this event. There will be a raffle table and awards for the best in various classes of Triumphs. Please support your club and bring an item for the raffle table. Volunteers are always needed for this event as well. Please contact John Gibbs if you are willing to help with this event. Car registration is \$20 per car and includes the driver and one passenger, and admission to the auto museum.

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Club Officers:

Director:
John Gibbs
1 Walker St
Wilmington, MA 01887
gibbco2@yahoo.com

Assistant Director:
Stan Foster
461 Pleasant St
Dunstable, MA 01827
Stan.Foster@newenglandtriumphs.org

Classifieds Submissions:
Phil Brzozoski
84 Harbor Rd.
Pepperell, MA, 01463
pbrzozoski@netscape.net

Regalia Coordinator:
Tom Walling
14 Hillcrest Rd
Bowdoinham, ME 04008
pdqtr6@comcast.net

Newsletter Editor:
Tricia Gibbs
1 Walker St.
Wilmington, MA 01887
netriumph@yahoo.com

Interclub Liaison:
Bob Totten
47 Brockton Ave.
Abington MA 02351
robertton1@aol.com

Membership Secretary & Treasurer:
Rick Trowel
22 Duane Drive
North Reading, MA 01864
rtrowel@netscape.net

Webmaster:
Debbie Christopher
webmaster@newenglandtriumphs.org

Staff:
Bob Lang
339-927-4489 (leave a message)
blang@mit.edu

Newsletter Publisher and Distribution:
John Gibbs
netriumphnews@yahoo.com

Honorary Member:
Richard M. Langworth

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 the Editor. 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.

HELP WANTED

Articles and Photos needed for the next Newsletter.

Looking for: Road reports from club events/rides, Tech articles, favorite stories about your LBC or anything that you think would be of interest to fellow club members. Submit to netriumph@yahoo.com

Southern New Hampshire Tour - Sunday April 24

We had 21 cars for our first driving event of the 2016 season. This was a joint event with NET and BCNH members plus some FONET ("Friends of NET") members in classic American cars.



People brought breakfast goodies in abundance including muffins, donuts, coffee cake and homemade bread. Thank you to everyone who brought something to share with the group!



Our tour covered nearly 60 miles with a stop at Lake Massabesic about half way through. It was just warm and sunny enough to drive with the top down. After the lake stop, several of us took a tour around the somewhat small parking lot of a local Dunkin' Donuts. This was intended to be an optional stop only for those who wanted to use a real restroom instead of the port-a-potties at the lake but the directions did not make that clear. I wonder what the patrons and staff thought of all these LBCs and one large Mark IX Jaguar making U-turns in that tight lot!

The tour concluded with lunch in Exeter but many of us returned to John's shop before heading home. Thank you John for another great tour!

Western Massachusetts Tour, June 12, 2016



The tour started at Kringle Candle's Cars and Coffee event in Bernardston MA. From there, Tony and Diane lead the way over narrow country roads ending at the Hardwick Winery. The two of them set up cheese and crackers and arranged for pitchers of the winery's tasty Sangria that we all enjoyed along with our picnic lunch. After lunch, we headed out

again along back roads to a farm stand for some ice cream. We parked next to an area

housing rabbits, goats and a miniature horse called Tillie. This goat was especially enamored of the gathering of cars. Obviously a connoisseur of British engineering.



Around 3:30pm everyone started to head for home. Thanks to everyone that joined us for this excellent tour and picnic. A special thanks to Tony and Diane for planning and hosting this fun day in the western part of the NET region.

(The picture of our group is courtesy of the Hardwick Winery's Facebook page.) *Both articles submitted by Debbie Christopher and Stan Foster

2016 NET Calendar of Events

Sunday July 31st - Day of Triumph at the Larz Anderson Auto Museum 10am to 2pm. Our club's annual event. Volunteers are needed to help on the day of the show. Donations for the raffle table are needed as well, Thanks.

Saturday Aug 20th - Drive Up Movie Night. 17 Gigante Drive, Hampstead NH Please join us for our third NET "drive-up" movie night! Feature movie is still being decided but it will likely have a Triumph in it somewhere, be suitable for family viewing and with some pre-feature movie footage of interest. The club will provide pizza, salad bottled water and popcorn. Our projection and audio system is limited so we can't actually sit in our cars during the movie so bring a lawn chair and your soda of choice. Please RSVP to: netriumphnews@yahoo.com so that we order enough food! Our "theater" is at John Bowe's shop: Underground Cycle, 17 Gigante Drive, Hampstead, NH Tel: (603) 329-6161. The event will be indoors to keep the bugs at bay. Arrive between 6:30 and 7:00pm. Our pre-show (some Triumph films) begins shortly after 7pm. Our feature film starts between 8:00 and 8:30pm. Again, please RSVP and remember to bring a chair, soda of choice and bug repellent. Triumph Optional (event ends around 10pm)

Saturday September 24th - Lobster Tour Meet at Stonewall Kitchen, 2 Stonewall Lane, York, ME 03909. Our world famous Lobster Tour! We will meet at the Stonewall Kitchen store in York, ME (exit 7 on I-95) at 11:30-ish, departure at 12:00 sharp for a

scenic drive followed by dinner at a local Lobster restaurant. Route and dinner location TBD. Check online calendar for updates Pay individually at the restaurant for food and beverages. There is no need to pre-register for the event. Simply show up at the Stonewall Kitchen in time to leave by noon. Arrive early if you want to explore the Stonewall Kitchen store or have a bite to eat in their café. Event Organizers: Tom Walling and Wendy Rose.

Saturday Oct 15th - Fall Rally, aka Ned's Magical Mystery Tour

Stay tuned for details. Tour organized by Ned and Ellen Sparrow.

Our [online calendar](#) is the place to go for up-to-date information about club events. We create a preliminary calendar at our kickoff meeting in March. Event details are often not finalized until a few days in advance of an event, at which time the calendar entry for that event will be updated with the meeting location and time, restaurant information, etc. Over the course of the driving season plans may change due to scheduling conflicts or weather forecasts causing an event to be moved to a different day. If this is due to the weather, this may happen just a day or two before the event so it's a good idea to check the calendar often. The online calendar is updated whenever new information becomes available. Go to our **Facebook** page for more Triumph and British Car info and discussions.

My Spitfire Fuel Tank Restoration

Submitted by Neville Wardle, CTR Newsletter Editor

Rip Van Winkle, so the story has it, slept for around 20 years and woke up in a rather disheveled state. My Spitfire didn't slumber for quite that long, but it was quite a struggle to get it to wake from its 15 year nap and run again. The original Stromberg had decided it was done metering fuel correctly and was now N.O.S. which in this case unfortunately meant Now Only Scrap. Fortunately I was able to find a New Old Stock carb courtesy of Joe Curto (www.joecurto.com) and after a fair amount of work on the car the great day came when I was ready to see if it would run.

It took a while to pump some fuel into the new carb but finally the engine roared into life, only to sputter and die. It restarted only to die again. I suspected fuel starvation and checked things out by feeding the pump from a gallon can of fuel. The engine ran quite happily like this, so I decided to take a look at the tank.

I'd already removed the panel in the trunk that conceals the fuel tank to change the fuel filter, so it was a quick task to remove the sending unit for the fuel gauge. The unit was encrusted with the residue that remains when old gasoline has evaporated. I shone a flash light through the hole for the sending unit, and what I saw was not a pretty sight.

Out came the tank, and I drained what fuel there was along with rust and flakes of crud. There was so much junk in the tank that the fuel pump could not hope to move fuel to the business end of the car. I pondered buying a new tank, then decided that the original tank just needed a good cleaning.

In the past, there were a number of businesses in Connecticut that would have happily done this, but when I called the only place that mentioned fuel tank cleaning in their yellow pages ad, they told me that ever-tighter environmental standards had forced them to stop offering that service. Cleaning the tank would have to be a DIY job.

Off I went to the hardware store for a gallon or two of lacquer thinner and then spent an hour or so getting quite high on fumes while I swished the stuff around in the tank. Each time I emptied the tank a pleasing amount of rust and crud came out, but the interior didn't look that much better. I now had two gallon cans of heavily contaminated lacquer thinner and a fuel tank that was only slightly cleaner. Back to the keyboard.

The product I decided to use, based on various user reviews on a number of automotive forum sites, was POR-15. Most people who had used it seemed pleased with the results they achieved, so money changed hands and I was presented with a box containing four bottles and a can, and an instruction sheet. The bottles contained degreaser (two bottles), metal prep and fuel conditioners for the next time you lay your car up. The can contained the sealer.

The instructions are fairly easy to follow and the products do what they are supposed to do. I dried the tank out by placing a hair drier in the hole where the sending unit fits and left it running for half an hour. The tank then spent a couple of days in the warm summer sunshine so that I could be quite sure it was thoroughly dry before putting the sealer in. If there is one part of the instructions I would stress, it is the admonishment to stir the sealer thoroughly. You need to stir it until your arm feels like it is ready to fall off, then switch over and get the other arm to a similar state of pain. Repeat a couple of times and you are about ready to pour and swish it around in the tank. Do this very carefully and methodically so that you get a uniform coating of the sealer, then drain the surplus out of the tank.

That last piece is where you will need to be patient if your tank is shaped like a Spitfire's tank. The problem is that there are no drain holes at any of the low points in the tank, so getting the surplus sealer out of the tank was a very slow process. You have to persevere because you don't want any pools of sealer left in the tank.

I let my tank dry for a couple of weeks, probably longer than it needed but I had other things to do anyway before I reinstalled it in the car. I probably should have blown out the fuel lines but as it happened the pump was now delivering a healthy and steady flow of fuel, and the engine finally ran.

(Thank you to Neville Wardle, Newsletter Editor of the Connecticut Triumph Register for submitting this article.)

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"/> |

Other Club Memberships

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

Other:

Mail to:

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



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