



the new england

Triumph

Serving the Triumph Enthusiast since 1977

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

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## Goodbye 2018, Hello 2019!



New England Triumphs had a great year in 2018... we went on seven tours, enjoyed a late-night movie (who doesn't like Spinal Tap?), put on a successful Day of Triumph, held our first Dennis Sokol Memorial Ice Cream Run, attended other clubs' events, and got together to socialize at the Start-up Meeting and the End-of-Year Party. That's a lot of activity for a club as geographically spread out as we are and in a part of the world that has such a short driving season.

And now, here we are. 2019. Our 42<sup>nd</sup> year of celebrating the joys of owning cars that ceased production in 1984. What do we want to do this year? We have a couple of months before we have our Start-Up Meeting, and it's too cold (at least in my garage) to work on the car, so let's think about what we would enjoy doing. Think about the established stuff as well as something new. Let's make this a *great* year!!

## Lucky 13 Fall Foliage Mystery Tour

October 13 brought some fine fall weather to central Massachusetts. It also brought a group from New England Triumphs who met at the 1761 Old Mill Restaurant in Westminster. Most gathered for a brunch before firing up the cars for Bob Lang and Linda Craigin's Fall Mystery Tour!

What was the mystery? A secret destination, somewhere along the way! Bob and Linda provided us all detailed, printed directions - well done!

The rain, which has dampened so many outdoor activities this year, began to fall as we departed on the first leg of the tour, but the weather improved as we motored past Wachusett Mountain and made our way to the first rest stop, 18 miles into the trip.

Leading the way were Bob and Linda in their Mimosa Yellow Triumph TR6. TR6s were well represented, including Bob and Gail Blizard in "Archie", Mark Peterson and Sarita in his TR6, and Phil and Linda in the Brzososki TR6. Also following along were Henry Frye in his TR7 Sprint, Ned and Ellen Sparrow in a Subaru Outback (Ned had just sold his TR8 and was shopping for another Little British Car), the Barnards in Mary's Jaguar X-Type, and John Bowe driving his Chevy Tahoe accompanied by our esteemed NET Director John and Mrs. Gibbs.

We wound our way through many picturesque back roads, so lovely with the sun peeking through the colorful leaves between rain showers.

After 38 miles we arrived at our mystery destination, Breezlands Orchards in Warren. On a past trip here, Bob Lang discovered that the owner's son had a Spitfire tucked away in a barn. He was very excited to show it off!

After drinking cider, eating pie, munching on apples and car conversation, we departed on the third leg of the trip, winding our way over a covered bridge and then to The Country Store in Petersham center at the 67-mile mark.

Since the caravan was then heading east on Rt. 101 and Rt 2 to the tour's end, Mary and I decided to split off and take Rt 122 back towards Worcester. We hear that the rest of the group encountered construction and had to make a detour, but everyone made out fine.

Now, here are the answers to the four questions on the bottom of the tour directions:

How many towns did we drive through? Fourteen

How many different farms did you see? at least five

How many different "Crossing" signs did you see? Deer Crossing, Pedestrian Crossing, Snowmobile Crossing.... we lost count!

What is the significance of "Gate 40" on Rt. 32A? It leads to Dana Common. Dana is one of the four "ghost" towns, flooded by the Quabbin Reservoir in 1938.

Many thanks to Bob and Linda for organizing this fun fall tour!

-Rick Barnard

## RMR/Wine/Smokehaus Tour

Sunny skies, warm air, open roads, little British cars and great conversation create a great recipe for "Lou's wine and open road" tour.

Lou Duphily, his wife Nancy and son Brian hosted a fabulous tour that brought the NET cruisers through a fun filled day in southern New Hampshire.

We start off checking in on Lou's TR4 at RMR Restoration, in Hollis, NH, and touring their facility, where Lou has a private wing for his car(s). The shop had a great assortment of cars in various phases of

restoration, which was explained in detail by one of the RMR employees.



From RMR, it was a short drive to Fulchino Vineyards where the owner Al provided a warm welcome to the NET cruisers as we pulled into the parking lot. After a few photo ops, the NETers were entertained with wine tasting of various reds and white on Fulchino's beautiful courtyard overlooking their vineyard in the warm sun.

Once the group completed their sips of wine, slices of cheese and salami with crackers, we hit the windy roads to Ole Amherst Village Green to check out the market and vintage Jenny gas station. After stretching our legs and chatting with a few of the locals we headed out one more time on some beautiful back roads that landed us at the Smokehaus Restaurant where we enjoyed a delicious barbecue lunch and conversation.

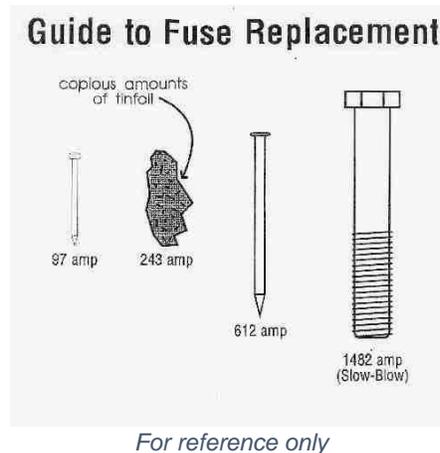
After visiting the local custom bird house builder and dollhouse shop, the group hit the road again taking us through gorgeous roads of New Boston and Mt Vernon to our final break in Goffstown.

From there the NETers headed back home with smiles on their faces knowing that they gave their British cars a great workout.

A BIG Thank you to Lou and his family for put together a packed day for the NETers, we can't wait for next year's version of the tour !

## Feed Line Behind Oil Pressure Gauge

Tightening the feed line to the oil pressure gauge behind the dash of my TR4 caused me to use lots of "car words", none of which helped. There just wasn't enough room to swing even a small adjustable wrench. Open-ends were no use and I didn't have an offset open-end box wrench. But I did have a cheap set of offset closed-end box wrenches, so I cut the handle on a 7/16" wrench to about 4" long and cut a 1/4" segment from the box portion. Bingo! The wrench fit in the tight confines nicely and slipped over the oil line. Problem solved, and no leaks!



## Never Too Old to Learn

By Steve Galante

Dumb and dumber. That's how I sometimes feel about getting into the LBC hobby. Since buying my first '57 TR3 five years ago this month, I have acquired two more cars of the same model and vintage. None of them runs yet, though. They are all project cars. Since last year, I've been telling people, "The first one will be done soon...in about three weeks."

You see – dumb and dumber. *However...*

As I work on the first project – TS17949, born May 6, 1957 – I am enjoying myself beyond measure. I had tinkered with cars when I was a young man, but only because I could only afford jalopies. I once put an eight-track tape player in my '61 Ford Falcon. I changed the water pump on my '66 Datsun Sunny B10 when it broke down in Manhattan's Washington Heights. I changed the rusted-out muffler on my '67 Volvo 1800S once – no, wait, twice –

uh, no, three times. But I'd never worked on a car out of love. And I'd never dared a complete rebuild.

Like lots of kids in the '50s and '60s, I assembled plastic model cars. One was a '57 Triumph. I've loved the lines of that car ever since. When I reached retirement, I decided to pose myself the challenge of rebuilding one. Now, I am unraveling the mysteries of how things work, acquiring new tools (yes!), solving problems (Oy vey, do I run into problems!) and, above all, learning new skills. What a thrill it was to drop the rebuilt engine back into the car, then bolt on the carbs I'd reconditioned, the fuel lines, the water lines, and all the rest, one by one. What a surprise it was to dope out how the windshield wiper assembly and drive cable work! It's a minor marvel of mechanical precision. What a joy it is to break out my new tube bender, hog-ring clamps, or tap and die set! (Well, okay, not always...) How cool it was to figure out how to cut new bolt holes in the thin aluminum of the tonneau rail capping without tearing the leather (which I'd glued on prematurely. Oops!).

I know this is an old man's hobby. Two of my '57s were, in fact, projects started by guys who kicked the bucket before they could complete them. The cars were headed to the scrap heap. I bought them to prevent that tragedy. If I croak soon, somebody's going to have the opportunity to inherit not one, but three '57 TR3 project cars! Or, maybe just two.

The first one will be done soon ... in about three weeks.

## Goodbye to Good Friends

Last year we lost some of the people who made owning a Triumph a little easier and more fun. Sadly, Mike Cook, Herman van den Akker, and Charles Runyan passed away. Although they will no longer add their enthusiasm to our hobby, the contributions they made will remain as a reminder of their life's work.

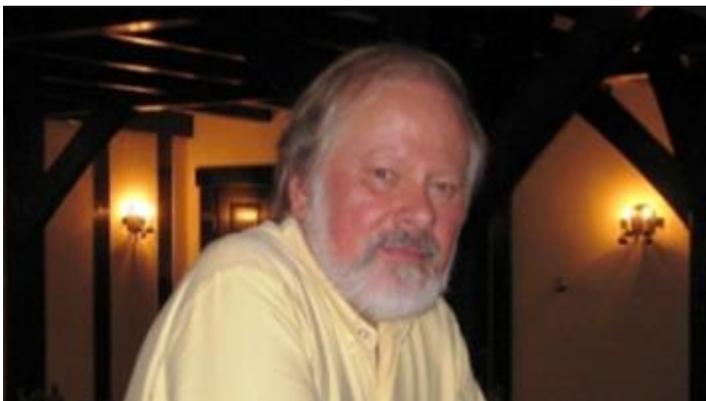


In the British car community Mike Cook was an easygoing and ever-present influence. After years of promoting Triumph and Jaguar cars, Mike became editor of "The Vintage Triumph" magazine, was a published author, and most importantly was a beloved friend to many in our community. While Publicity Director at British Leyland,

Mike oversaw the Triumph Sports Owners Association (TSOA), which was an important link between the company and the car owners throughout North America. Many local Triumph clubs were begun and nurtured by TSOA and Mike's interest in promoting the marque. Mike was also the author of Triumph Cars in America.



Herman van den Akker actually passed away in 2017 but deserves mention here as he created a kit of parts to adapt a Toyota 5-Speed transmission to a TR6. This has saved many owners the expense of rebuilding their transmissions and / or overdrives and has kept many TR6s from either becoming another "never finished" project, or worse, the next occupant of the scrap yard. Herman's kit lives on and is available through Moss Motors.



Charles Runyan was one of the "pillars" of the British car hobby. He began his life's business by selling TR3 parts out of his apartment while attending graduate school. At that time, TR3s were considered just another "old car" and of no interest to any parts supplier (BL dealers included) except for J.C. Whitney who had a page or two of parts for them.

Over time, he expanded to include all "sports" models of Triumph as well as MGB. Additionally, he owned and (sporadically) operated a replica British pub in downtown Indiana, Pa. Many of us drove out to the Roadster Factory's "Summer Party" which was a three-day event featuring tours, rallies and races, a car show that closed-down the center of Indiana, and a banquet under tents with real china plates and silverware. Charles never did things half way! The Roadster Factory continues to operate under the leadership of his son, Albert.

## **And Now for a Little Nagging...**

It's time to renew your membership! Use the last page of this newsletter or go online at [www.newenglandtriumphs.org/join](http://www.newenglandtriumphs.org/join) to get the form. You still must fill it out and send a check until we get hooked-up to Paypal.

If you're still getting this newsletter delivered by a uniformed agent of the U.S. Government (i.e. snail-mail) it's time to consider using the email only option. We no longer have a reliable printer to help us and Staples is no bargain! Please let us know and we will gladly remove your name from our label printing file.

Keep an eye open for the Start-up Meeting announcement. There are no details yet, but it is usually in March at the Yangtze Chinese Restaurant in Littleton, Mass. on a Sunday afternoon.

Keep sending stories to the Editor. This is *your* newsletter, so let's hear from you! Especially wanted are write-ups of recent club activities, tech tips, nostalgic reflections, pictures (lots of pictures!!), cartoons that are related to Triumph ownership, or any other information that will astound, amuse or otherwise enlighten the membership.

"Like" and "Follow" us on Facebook. This is a great way to keep in touch between newsletters and events. As you know, we only have two meetings per year so staying up to date can be difficult.



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**If the engine fits, wear it.**

**Find us online:**

Website: [www.newenglandtriumphs.org](http://www.newenglandtriumphs.org)      Calendar: [www.newenglandtriumphs.org/calendar.html](http://www.newenglandtriumphs.org/calendar.html)  
Facebook: [www.facebook.com/NewEnglandTriumphs](http://www.facebook.com/NewEnglandTriumphs)

**Club Officers:**

**Director:**

John Gibbs  
4 Hickory Ln  
Salem, NH 03079  
[gibbco2@yahoo.com](mailto:gibbco2@yahoo.com)

**Assistant Director:**

Stan Foster  
461 Pleasant St  
Dunstable, MA 01827  
[Stan.Foster@newenglandtriumphs.org](mailto:Stan.Foster@newenglandtriumphs.org)

**Classified Submissions:**

Phil Brzozoski  
84 Harbor Rd  
Pepperell, MA 01463  
[pbrzozoski@netscape.net](mailto:pbrzozoski@netscape.net)

**Regalia**

Tricia Gibbs  
4 Hickory Ln  
Salem, NH 03079  
[gibbco2@yahoo.com](mailto:gibbco2@yahoo.com)

**Membership & Treasurer**

Rick Barnard  
2 Sartell Rd  
Grafton MA 01519-1150  
[membership@newenglandtriumphs.org](mailto:membership@newenglandtriumphs.org)

**Interclub Liaison:**

Open

**Newsletter Editor:**

Tom Walling  
14 Hillcrest Ln  
Bowdoinham, ME 04008  
[pdqtr6@comcast.net](mailto:pdqtr6@comcast.net)

**Webmaster:**

Debbie Christopher  
[webmaster@newenglandtriumphs.org](mailto:webmaster@newenglandtriumphs.org)

**Staff:**

Bob Lang

**Newsletter Publisher/Distribution:**

Tricia Gibbs  
[netriumphnews@yahoo.com](mailto:netriumphnews@yahoo.com)

**Honorary Members:**

Richard M. Langworth  
Charles A. Runyan

**Membership Information:**

Membership dues are \$20 per calendar year. They cover expenses such as website hosting, production and mailing of newsletters and special notices, and supplementation of some event costs.

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. [www.vtr.org](http://www.vtr.org)

**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. [www.triumphregister.com](http://www.triumphregister.com)

**6-Pack**, dedicated to the preservation and enjoyment of the TR6 and TR250. [www.6-pack.org](http://www.6-pack.org)

**Submissions:**

All submissions except classifieds should go to the Editor; classifieds should go to the classified department listed above. We encourage our members 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.

### New England Triumphs -- Membership Application

A club for those interested in restoring, preserving and driving vintage Triumph cars. 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.

Visit us online at [www.newenglandtriumphs.org](http://www.newenglandtriumphs.org) and [www.facebook.com/NewEnglandTriumphs](http://www.facebook.com/NewEnglandTriumphs)

- Check One:  **New member:** Fill out entire form  
 **Renewal:** Fill in name, email and any **new/changed info only**

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

Name(s): \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone 1: \_\_\_\_\_ Phone 2: \_\_\_\_\_  
 Email: \_\_\_\_\_

#### Email and Newsletter Options

Do you want to receive email from NET? If so, select one of the following options:

- Official club communications only  
 Official club communications plus member discussions and technical questions

How would you like to receive the newsletter? (Choose one)  Paper Copy  Electronic Copy \*

\*The newsletter is sent as an email attachment, saving us printing and mailing costs.

If your email address has changed, please update it above. Thanks!

Car Information: New members, please enter your car information. For renewals, list any changes.

Year	Model	Color	Comm #	Tag No. & State

Do you belong to any of the following clubs?

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

#### Mail to:

New England Triumphs c/o Rick Barnard 2 Sartell Rd Grafton, MA 01519-1150
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Annual dues are \$20. Mail your check payable to **New England Triumphs** along with your completed application to this address. This form is available online: [newenglandtriumphs.org/membership\\_form.html](http://newenglandtriumphs.org/membership_form.html) You can fill it out online and then print it, or print it and then fill it out by hand.

The New England Triumph  
c/o Rick Barnard  
2 Sartell Road  
Grafton, MA 01519-1150  
ADDRESS CORRECTION REQUESTED

**NEW ENGLAND TRIUMPHS**

**January 2019 Newsletter**

