



the new england

Triumph

Serving the Triumph Enthusiast since 1977

July 2021

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

Vol 44 No.1

## We're Baaaack!



After a l-o-n-g pandemic-induced nap, NET returns to the roads and activities that we have always enjoyed. Due to a shortened season with no calendar planning meeting, this will be an improvised year of club activities with some tours, ice cream runs, a caravan to Stowe and (maybe) some other surprises that our members can come up with. We kick it all off on July 10<sup>th</sup> with a tour of the South Shore of Massachusetts (see page 2 for details). So, if you haven't already... get the Triumph out of the garage, break out that rusty can of Simonize, check the fluids and the brakes, and get ready to join us as we celebrate the return to "normalcy" by demonstrating that "Glory Still Exists".

## South Shore Coastal Cruise - July 10, 2021

Please R.S.V.P.: Ken Stone  
[kenstone1016@gmail.com](mailto:kenstone1016@gmail.com)  
Cell: (781) 820-5358

The cruise will pass through the very New England villages of Duxbury, Scituate, Cohasset and Hingham. In Hingham, we will stop for ice cream, pastries, coffee and perhaps a bit of time to explore the village. Along the way we will pass by wonderful seashore vistas, drive across the Guinness Book of World Records longest (2,200 feet) and oldest wooden bridge (until it was rebuilt after a fire in 1986) out to a beach, stop at a lighthouse in Scituate and roll past more stately homes (many historic) than you could count. The roads are wooded and twisty most of the way. And for a special treat as we near the end of the drive, a stop at the Boston McLaren dealership in Norwell to ogle cars few of us can afford.

Meet Up site: Charlie Horse Restaurant, 99 Main Street, Kingston, MA  
Take Exit 18 / Kingston & North Plymouth. Coming from either the north or the south, turn left at the end of the ramp. Travel 4/10ths of a mile to the Charlie Horse Restaurant at 99 Main Street, Kingston (on your left) . We will form up there.

Driver's meeting at 9:30 and we jump off at 10 AM sharp. Please allow enough time to get to Kingston so there will be no delays in starting the ride. This will be an approximately 48-mile drive. If we start promptly at 10 AM, the ride, including the various stops along the way, will end back at route 3 in Norwell at about 1:30 PM.

## Club Website Redesign *by Stan Foster*

We have been busy working on a new NET club website! For some time now, we have been planning to redesign the website to give it a more modern look. We also wanted to reduce the amount of time spent updating the site by focusing it on the more static content about the club (who we are, what we do, and how to join, with lots of photos throughout) and relying on our club's Facebook page for the frequently changing content such as photos and reports from recent club events.

The website will still have some dynamic content. The Calendar will provide information about upcoming events, though that information will no longer appear on the home page of the website so that we do not have to update it in two places. We will continue to have our Classifieds page, which is updated regularly. We will also post regular updates to the membership list in the Members Only section of the website and continue to post the Newsletter PDFs there.

We redesigned the top-level menu, moving some of the menu items to a submenu. The Contact, FAQs, Gallery and Links menu items are now under the "About" menu. Currently there are just a few photos available in the gallery. We will be adding more over time.

Another change is that the Members Only section no longer requires a username. It will prompt for a password which at this time is “gloria” in all lower case.

This also seemed like the right time to leave our old website development tools behind and move to WordPress, a web-based, and more widely used website development platform. This has allowed Debbie Christopher, our current website developer, to retire from that role and hand over responsibility to Stan Foster.

Debbie designed the current web site in 2009 and has maintained it for the last 12 years. As part of the transition, she assisted Stan with the design of the new website and provided some of the new content. We thank Debbie for serving in this role for such a long time and wish her a happy retirement!

The new website is up and running. Please check it out at the usual address <https://www.newenglandtriumphs.org/> and let me (Stan Foster) know if you experience any problems. You can find contact info for me and the other club officers on the website’s Contacts page under the About menu.

## Improving your Triumph brake lights *by Rick Barnard*

Much fun has been made of Lucas “Prince of Darkness” and the dim little lights on our old British cars. It is amusing, until you are stopped in traffic, looking in your rear-view mirror at a big truck bearing down. Doesn’t he see me?

There are three ways to improve your brake lights, without really altering the original appearance of the car.

First, if you’ve never opened up your car’s running/directional/brake lamp lens enclosures, you will be amazed at the dirt and dust that can accumulate over the years. Blowing out the cobwebs and cleaning the reflectors will make a visible improvement. And check the grounds!

Second, it’s easy to replace your old brake light bulbs with LED “bulbs”. LEDs are much brighter and faster to light. Old style incandescent bulbs take time to heat up, while LEDs light instantly. This is not insignificant. It could translate into a few feet of earlier braking, which can make all the difference. Replacement LED brake light units are available in negative and positive earth, in 6V and 12V, and screw right into the original sockets. LEDs also draw less current, run



Photo: Stan Foster



Photo: Phil Brzozoski

of my TR6 hardtop. Installation was simple, using sticky dots. Then, one wire tapped into the existing brake lights purple/green wire, and another to ground. The Brakelighter can also be configured to work with the blinkers.

Of course, many old British cars do not have a glass rear window for mounting. Over the years, I have seen third brake lights mounted on the roll bar, and one recessed in the roll bar, with wiring concealed inside. I've seen a light mounted on the boot lid, using a soft magnet, a few mounted on luggage racks, one on the rear bumper and another on the license plate frame.

You don't need to spend a lot of money, here. Phil Brzozoski found a red light at Wal-Mart and adapted it to his car. John Bove found a brake light in a salvage yard that nicely fit on his TR7's luggage rack. It's from a GM Astro van (or a Safari or Suburban). John went one safety step further and added a "Dyna Flash" flasher module from his motorcycle parts bin!

One more suggestion: crawl under your dashboard and install Moss's brake light switch upgrade #542-371, because the cheap little stock switch will fall apart at your feet, someday. It's listed for a TR6 or Spitfire but could probably be adapted to any Triumph.

cooler and last longer than tungsten bulbs. They are relatively expensive: about \$30/pair for a TR6. But what price safety?

Third, consider adding a third brake light to your Triumph. The center high mount brake light has been required standard equipment on later, drivers are now accustomed to seeing that third red light on cars stopping in front of them. It only makes sense that our old cars should be just as visible!

I purchased a third brake light from Moss but found it to be heavy and difficult to mount. Then, I found the lightweight LED "Brakelighter" sold by J&L Enterprises of Ellington, CT. It was perfect for attaching to the inside rear window



Photo: Denise Griffiths

Just like the old days, customize your car your way. A tidy and functional installation is always best. The main point is, your Triumph will be more visible, and you will be safer. - Rick Barnard

<https://litezupp.com>

<http://www.britishwiring.com>

<https://www.brakelighter.com>

<https://www.kapscomoto.com>

<https://www.bettercarlighting.co.uk>



Photo: Rick Barnard



Photo: John Bowe

## My Summer Vacation in Kalamazoo *by Bob Totten*

Last summer I had decided to vacation at my brother and his wife's home near Kalamazoo, Michigan. Yes, there really is a Kalamazoo. My plan was to repeat something I did several years ago and remembered I had a truly enjoyable visit. The plan was to, again, bring my Triumph along to participate in the largest British car event I ever brought my Triumph to. This would be the Annual \*Mad Dogs and Englishmen British Auto Faire held each year in early July at the famous Gilmore Auto Museum, located in Hickory Corners, Michigan. A bit about the museum here later. I would trailer the car out to my brother's house and the day of the event drive my Spitfire to the event, which is about a 45-minute drive out through the countryside to the museum.

The car show was hosted by the Mad Dogs and Englishmen British Car Club, and they put on a top-notch, first-class event at that. When have you ever been welcomed and directed onto the show field by a British Constable and a Bagpiper? The event venue affords the club room to spread out the many British Marques on several of the museum's lawn areas, which are perfect for viewing the hundreds of the vehicles entered. Of course, for this event there was everything from Austin Healey's, MG's to Triumphs of all models, Jaguar's to Rolls Royces of vintage to current models. Even some makes one has never heard of



Austin Gypsy

like an Austin Gypsy which looked very much like a Land Rover to me. The condition of the vehicles presented ran from concourse to daily drivers to several competition prepared cars, like my own.

There were several activities held all during this event from Valve Cover Racing to the Swap Meet. Even the local slot car club opened their club house located on the museum's grounds for those interested to try their hand at some slot car

racing. There is Sue's Tea Time where some of the lady participants come dressed in period clothing to share tea and biscuits.

But I came for the one event called The Car Games. This is a skilled driving event held on a small, paved oval on the Museum's property that the club uses to hold their autocross. The club sets up traffic cones on half of the oval to mark the course and sends one car at a time through the course. Time is noted and penalties, if incurred, are added to the participant's time. Penalties could be from 2 seconds for every cone knocked out of place to a DNF (did not finish) if one went off course. There were four classes of vehicles determined by engine displacement and preparation.

This particular activity was the real reason I towed my car out on vacation as I had loads of fun when I brought it out on vacation a few years back. Mind you this year there were a gaggle of Lotus cars from Super 7s to the new Evora GT, all looking very fast out on the course. There were a few vintage race cars including a beautifully prepared MGA, lovely Bug Eye Sprite and of course my Spitfire. So, I wasn't feeling too confident I would repeat my success this time as before. Many of the participants looked very quick out there and not too many penalties were being earned either. Even an early Mini Cooper was looking very smooth and quick thru the cones.

Let me say this is one of the tightest slalom courses I have ever been privileged to run on. Negotiating the many cones this time seemed a bit more intimidating for this seasoned auto crosser. The one deviation to the running order this year was when you lined up to run you were going to make all three of your runs. That would be a group of three cars running one at a time through the course and completing all three of their timed runs. In the past it was random that 3 to 4 cars would line up and make a run and either pull off or line up to run again until everyone got their allotted 3 timed runs completed. What I didn't realize till my last run the problem with this new run order. On my third run, the back came out on one of the tightest sections and I hit a cone. When I'm competing back home at an autocross, I usually have time to check my car over and adjust my tire pressures between each of my timed runs. This was not an option on this day, or was it I was just trying too hard?



My brother tried to get what my times were for each of my runs and thought they would be low enough for a possible award for my class. He did, however, overhear mention from one of the people in the timing booth that though my best time looked impressive he was sure he could easily beat it with his Miata. I had stayed around to watch all the vehicles entered to make their runs but alas the Black Miata tried and failed to beat my best time. The cones were not as friendly for all his runs.

It was now time for a bite to eat. We brought the car back to my spot on the show field and looked at more of the cars as we checked out the many food vendors set up at the museum.



We chose George and Sally's Diner, the museum's own genuine 1941 vintage dinner, a permanent fixture at the Gilmore. Besides, it is air conditioned and a good way to beat some of the summer heat. After our lunch we checked out a couple of the museum's newest buildings that my brother said we needed to see before heading back to the show field. Of course, we had to look at all the Jaguars on the show field and include a stop at the Jaguar vendor's parts display tent. This is my brother's



favorite spot at this event as he is a Jaguar owner. I got to look over the many beautiful TR3s, TR4s, lots of TR6s and (lest I not forget), the very smart looking squadron of Spitfires lined up in front of the Pierce Arrow Museum building.

Awards time came, and everyone gathered near the registration area to see and hear who won an

award in each of the many classes of cars, as well as the other of the event's activities. And a lot of awards were handed out this day. When it was time to announce the winners of The Car Games, the anticipation for me was if my best time really was an award worthy time. Yes!! I not only won my class but was congratulated for having Best Overall Time of the event. So, I really did accomplish my hope of coming to this event and besting my Personal Best Time. The trophies for the show cars were classy as they came in a nice presentation case. For the Car Games participants, we were awarded gift cards good at the Museum's Gift Shop.

A long day ended, saying goodbye to new friends, listening to the roar of throaty British iron head out home or other gathering spots, maybe stop for an ice cream. For my brother and me, it was time to check out a couple more of the many displays and car collections in some of the Museum's dozen beautiful buildings, some of which replicate the dealer manufacturer buildings from days gone by.



Lincoln Dealership

Like the Lincoln Dealership building with building remnants from the original Lincoln Building, the Ford Model A Dealer Service Building was impressive with its many Model A's on display and a detailed Parts department. So, if ever you find yourself in Michigan and can find your way to the Gillmore Auto Museum, do plan to spend the whole day. To see all the buildings spread out over 90 acres with their collection of 400 vehicles and period displays of memorabilia, and I mean spend a whole day. As I

have been there three times and can say I might have seen everything there, some exhibits do get changed around over time. And, if you are out that way in early July, do check out the Mad Dogs and Englishman British Auto Faire, at the Gillmore Auto Museum.

The drive back to my brother's house was nice, the Spit rumbled along as the sun was starting to set low and the countryside was aglow. My brother led the way to and from the event just in case I might lose my way, or if there was an issue. He did comment that it looked awesome to look in the rear-view mirror to see 6 to 8 vintage British cars following along on the twisty country roads behind him. Made him wish he had taken the Jag instead of the SUV. We talked about the event and compared photos we managed to take that day.

I did manage to get a couple days of fishing in while visiting, and we had a lot of laughs. But the time came to say our goodbyes and to load up and head home. Good memories of time with family and my Triumph with hopes to do it all again in the near future.

Cheers,  
Bob Totten

*Ed's note: The picture of the beautiful green and yellow race car is Bob's Spitfire. Yes, we know that it looks like a GT6, but it is a replica of the Triumph factory team's Spitfires that raced in the 1964-1966 24 Hours of Le Mans. They used the fast-back hard top that would later become the GT6, but they used it first. They also had a highly modified 4-cylinder Spitfire engine.*

\* "Mad dogs and Englishmen  
Go out in the midday sun."  
Song by Noël Coward



## Read and Heed!



To the Harbor Freight Community:

I'm writing to apologize. I often reach out to tell you about Harbor Freight's commitment to quality and all the investments we've made to deliver quality tools at the lowest prices. Your trust matters deeply to me and I'm proud of how far we've come. So when we have a product recall, it hurts.

A few months ago, we recalled our Pittsburgh 3-ton and 6-ton steel jack stands (SKUs 56371, 61196 and 61197) due to a manufacturer's defect. We asked customers to return them and receive a gift card that could be used to purchase replacement jack stands. I felt terrible about that recall because you should never have a concern about the safety of any of our products.

Today, I feel even worse. I'm disappointed and embarrassed because we've identified a welding defect in a small number of the Pittsburgh 3-ton steel jack stands (SKU 56373) that replaced the recalled jack stands. We're now adding these jack stands to our recall.

Unfortunately, this defect wasn't discovered during the initial recall investigation. If you own these jack stands or any of the jack stands in our original recall, whether or not you have had an issue with them, please stop using them immediately and bring them back to your local Harbor Freight Store for a full cash refund or store credit ([see details here](#)).

We have investigated all of our other Pittsburgh 3-ton steel jack stands (SKUs 56371, 56372 and 57308) as well as the Pittsburgh 6-ton steel jack stands (SKUs 56368, 56369 and 56370) and Pittsburgh 12-ton steel jack stands (SKUs 56374 and 56375) and did not find the defect.

Although none of these other jack stands are being recalled, if you own any of them and have any concern whatsoever, please bring them back and we'll give you a full cash refund or store credit for those as well.

I want to apologize to all of our customers. While we've dramatically grown our team of engineers and inspectors, and intensified our tests and inspections, I assure you that the lessons learned from this will drive further improvement.

As the owner and founder of Harbor Freight, I want you to know that we stand behind every product we sell and that safety will always be our top priority.

Sincerely,



Eric Smidt  
Owner and Founder  
Harbor Freight Tools



A quirky song from Mary Bird. View it on YouTube: <https://youtu.be/hzJPEF4eSFY>



Imagine a three-day event for only \$15.00. I have been told that a ticket to the USGP in Austin TX starts at \$249.00 and that's for bleacher seats.

## Welcome New Members!

Here is a list of new or rejoining members since our last newsletter ---

Barbara Rice	TR7
Roger Nash	'69 Spitfire
Ralph Valentine	'76 TR6 (BRG)
Peter Tornari	'71 TR6
Kayla Creamer	'79 Spitfire
David Puelle	'71 GT6
Dave Sheils	'75 TR6 (topaz, <i>not</i> orange)
Peter Frohn	'59 TR3A (BRG)
David Devens	'63 TR3 (white)
David Banks	'65 TR-4A (wedgewood blue)
Graham Higgins	'73 Stag (blue)
Mason Daring	TR3 B
Paul Lenfest	'73 TR6 (pimento)
Paul Kawolis	'80 Spitfire (orange), '59 TR3 (red)
John Vining	'71 GT6 MK3 (green)
Paul Kelley	Looking

**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:**

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Open

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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 information

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 List Options

Do you want to be on the NET email distribution list for either of the following?

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

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**



**July 2021 Newsletter**