



Serving the Triumph Enthusiast since 1977

August 2022

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

Vol 45 No.3

As we all know by now, Day Of Triumph at Larz Anderson in Brookline MA is no longer an event sponsored by NET. This turns out to be a good thing. Members Henry Frye and Bruce Pierce pulled together substitute events in Central MA and Eastern Maine. The turnouts were fantastic at each event proving NET is alive and well. The events had members of other clubs joining in and several new members as well. All positive reviews. Great venues and perfect weather to top it off.

Stone Cow Brewery-Barre MA

You know you are there when you see the larger-than-life stone cow



Phil and Linda Brzozoski led a convoy from Pepperell to Barre that included Ellen and Ned Sparrow, Rod and Diann Baker and others.



30+ British and even a Datsun joined at Stone Cow Brewery



Not to be outdone in Maine, a similar group met up at Thomas Point Beachway in Brunswick ME.



Bruce Pierce with blue hat in the back row. Nice job putting this together. Director John Gibbs seated in the front row recruiting for his replacement as Director in 2023.



Brunswick lineup

Save the date! Next year there will be an NET Ramble to celebrate a replacement for DOT.



July 28-30, 2023

Another highlight at Stone Cow was the display of the Kastner Cup, a prestigious vintage race award won this year by Henry Frye. His description of the race follows, along with mentions of other NET racers Bob Lang and Phil Gott.



Kastner Cup



Photo courtesy of Ed Major Jr. Above is Henry Frye's # 29, winner of this year's Kastner Cup winner
Thank you, Henry, for your submission below

Highlights from the track – 2022 Kastner Cup

Anybody who is into sporty Triumphs knows who Kas Kastner was, he was Competition Director for Standard-Triumph in the United States. He literally wrote the little black books on how to successfully race Triumphs on a budget. After Triumph's demise, Kas worked on a couple of neat projects before taking the job as Motorsports National Manager for Nissan of North America from 1986 through 1990. During this period he led the team of Nissan Prototype cars to four consecutive Drivers Championships for Geoff Brabham and three consecutive Manufacturers championships for Nissan. The world economy forced Nissan to scrap the whole department, so Kas finds himself retired at 66. It was around this time that Kas' wife Peggy urges him to go to a vintage race where Triumphs will be running, where Kas is spotted in the paddock of E-Ticket Triumphs, a fast bunch of West Coast Triumph racers. Kas is immediately drawn back into the world of racing Triumphs, and as the Internet blossomed Kas quickly regained celebrity status in our ranks. In 2003, the inaugural Kastner Cup race was held at Mosport, outside Toronto.

I have run the Kastner Cup race 8 times, while attending 2 more as a spectator. This is a

close as we get to “Championship” in Triumph Vintage Racing, Kas based his requirements on winning the cup as 50% performance in the actual Kastner Cup race, 25% for car prep, and the last 25% the driver’s vintage attitude. As time wore on, Kas stated his choice also factored in the driver’s “hitting above their weight”, meaning exceeding expectations of what the race car should be capable of.

New England Triumphs was well represented at the 2022 Kastner Cup, we had four members racing. Phil and Dave Gott ran their TR4’s, Bob Lang raced his TR6, and I flogged the TR250. We totaled about 40 Triumph powered race cars, it was fantastic to spend time with old friends and make new ones. While my weekend got much more exciting at the Kastner Cup presentation, it still would have been a fantastic event for me had the cards fallen in a different direction with the pick for the K-Cup winner.

A few of the many highlights for me over the course of the weekend include:

The whole scene with Christian Marks flying in from Germany to drive Canadian Pete Bulkowski’s TR8. These guys know how to have fun while preparing a fast race car. Then there was Chris’s incredible drive on Saturday morning’s Ground Pounders group session. It was a very wet track and he literally lapped the entire field and the rooster tail shooting up behind the TR8 was so cool!

Meeting Lyman Scherer and Dave Riddle running the Baja TR3. Taking one look at the car you immediately realized this thing is something special. While it was obvious the car was not going to be competitive for race wins on a road course, it shows how we still have people who are committed to the Triumph marque, who are willing to spend the time and effort to save significant Triumph history, and are willing to share that with us in venues like the Kastner Cup. Well done Lyman, thanks for your efforts. And well driven Dave, you had a tough task in front of you managing the car on a road course. I can’t wait to hear about the car’s next chapter!

Curt Johnston tows all the way from California his pair of very special Wedges, the Huffaker prepared and restored TR7 and TR8. What a treat to see these cars and get to race with them.

Recapping the Kastner Cup race from my perspective, I sat on the grid looking at SCCA

Champ Sam Halkius (TR6) on pole with Christian Marks (TR8) on the outside pole. The second row has my vintage prepped TR250 and Joe Carr (Huffaker TR8). Behind us is Curt Johnston (Huffaker TR7) and Bob Lang in his vintage prepped TR6. I realize there are several really fast GT6's back there, although circumstances kept the Dolan cars from posting times that would put them where they belonged on the grid. I'm feeling intimidated, I realize that set of vintage legal race tires under my car are going to be working really hard keep any kind of pace with this crew, as the cars in P1, P2 and P4 are running on grooved slicks.

The race gets off to a great start, with Chris and Sam going at it pretty hard. As we settle in, I find myself right behind the Huffaker TR8. It rained earlier in the day, and the track would best be described as "drying, but not quite dry". I realize Joe is driving a borrowed, incredibly important, historic car, and is feeling out the corners, but I am pretty comfortable with the grip from the start. Early on, Joe goes a little hot into one and washes out on exit, allowing my six cylinder to power by him on the inside. It takes a couple laps but Joe takes the position back exhibiting superior straight line speed, but I got him again in turn 5 when the TR8 carried too much speed going in. Joe gets by me for good going into turn 1 on lap 6, but I am scored in front of the TR8 for laps 3, 4 and 5! As the race wears on, Joe gets comfortable in the drivers seat and shows us what he and that beautiful TR8 were capable of, and finishes the race some 12 seconds in front of me.

I am thrilled to finish 4 th overall behind Chris, Sam and Joe, I was the first car to take the checkered flag that was not running on grooved slicks. Even better, I learn Mark Wheatley, my long-time friend and paddock partner finished behind me in 5th in his TR4! Unfortunately for Bob Lang, his car didn't go the distance, he pulled in after noticing a temperature spike. The GT6's that always contend up front got mired in the pack and were not able to make it through traffic in time.

Next year the race for the Kastner Cup will be at Road America. With a full grid of the Midwest Triumph folk gunning for the Cup, I am confident that it will be a spectacular show.

Henry Frye

#29 TR250

NET Member Focus

This month we focus on Peter Quigley story about his TR4. In Peter's own word. Thank for sharing your story.



By Peter Quigley;

When I was about 10 years old, my older brother (12 years older) owned either a TR4 or TR6 – Yellow.

I enjoyed handing him tools and learning how to repair/tinker with his car. I wanted to do a full frame off restoration of a small 2 seat convertible roadster and decided that it was fitting to choose a TR4 as a fond memory to my departed brother.

I found the car on Craigslist in California. The prior owner has started a full frame off restoration but ran out of funds to finish the project. Since the car was in parts (completely disassembled, sandblasted but NOT primed) I needed to fly to CA to pack the car on a POD for shipping to my house in Attleboro MA.

The metal work was in pretty good shape except for the floor pans, rocker panels and a nice rust patina on everything (See Photos 1 and 2).

Photo 1: Car in California before the Former Owner Started the Frame Off Restoration (Original Color was Triumph Green)



Photo 2 – Car Packed in POD Upon Arrival in Massachusetts



The biggest think that I learned was to be patient. The project took twice as long as my original 2 year estimate and there were times during which the finish line appeared to be unobtainable. The support from my wife, son and the incredible NET group (including but not limited to: Bruce P, Henry F, Lou D,Robert L, Stan F and Tom M) helped me to recharge and get back to work.

Photo 3 – Sandblasting (and Eventually Priming/Paint Car) in my Garage Spray Booth

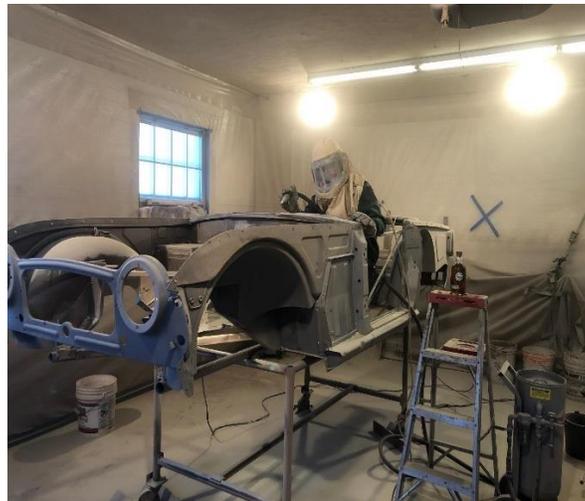


Photo 4 – Drive Train Installed on Frame with Tub in Background Ready to Install



The most positive memory of the project was when my wife and I drove Twiggy (our name for car) for the first time. Twiggy gets a great deal of attention and I will always remember one teenager who saw and heard the car driving along and he gave it a big “thumbs up”.

Plans for the future include taking the car to shows and as Henry told me when he came by my house “Get out and drive it”. I did pick up a Type A overdrive from Bruce during one of his recent sales so that will eventually find its way into the car.

Photo 5 – Tooling Around with Twiggy



Upcoming Events

August 20 Central Mass Tour

The tour will start at Battle Ground Park in Lexington. Tour will pass Walden Pond. Will also include quick drive thru at an outdoor sculpture/park museum. Lunch at Sorrento's wood fired pizza or sandwiches, Tour will end at an Alpaca Ranch in Harvard MA less than a mile from Sorrento's. Sponsored by Lou Duphily.

I will send out a club notice via email later this week. LD

8/29-9/1 VTR. This year meeting is in Indiana. 2800 TR owners belong to VTR Registration is \$165.”.

9/9-9/11 British Invasion- Stowe VT. Featured marque this year is Triumph. Field registration usual \$70 this year, early registration only.

10/22 Scarecrow Tour. Sponsored by John and Tricia Gibbs
a fun ride in southern NH like last year.

10/1 Castle in the Clouds. Although this car show is not pure British event, it is well represented by British classics. Also gets you discounts to the castle, a must see. In the past NET folks have informally met at this show

Welcome new members



Carl French Alfred, ME 1960 Ttriumph Standard 10 Estate (blue)

Stephen Jarvis Lowell, MA '74 TR6 (white)

Scott Finlayson Freyburg, ME '74 TR6 (pimento)

Paul Bowser Pepperell, MA '70 Spitfire (laurel green)

Tom McCabe Westwood, NJ '76 TR6 (burgundy)

Don Weldon Princeton, MA '66 Spitfire (blue)

Simon Tong Merrimack, NH '73 TR6 (green)

Carlton Henderson Dracut, MA '79 TR7 (white)

Dan Grandmont Rindge, NH '78 Spitfire (white)

Peter Derby Eliot, ME '60 TR3 (BRG)

Max Stephens Medford, MA '74 TR6 (green)

The New England Triumph

August 2022

Find us online:

Website: www.newenglandtriumphs.org Calendar:
www.newenglandtriumphs.org/calendar.html

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Membership dues are \$20 per calendar year. This covers expenses such as website hosting, production, and supplementation of some event costs. If you are reading this newsletter and have not paid 2022 dues, the grace period is over at the end of this month.

See website for membership form, renewals or new membership

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

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

6-Pack, dedicated to the preservation 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 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.

