



Serving the Triumph Enthusiast since 1977

May 2023

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

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Spring has sprung:

Sure signs of spring are sightings of fun cars on the road and an NET start up meeting. NET leadership moves forward blending new ideas with tried-and-true traditions. The start up meetings were formerly held at a central MA restaurant. No matter where held, however, it could not be central to everyone since NET covers six states and more. A Zoom meeting was announced as a new idea. Truthfully, I was apprehensive, having experienced many Zooms through the pandemic that were not enjoyable. President Henry Frye managed the meeting in a manner that was both productive and informative. Over 25 members signed on. Members not shown but attending the meeting or needing further identification; Ralph Valentine, Bruce Penttinen, Noel Almeida, and Phill Gott. Also the Grampy picture is aka Bill Lepere. Welcome to Joe Merone, new member pictured in column #2. See the screen shot attachment contributed by Peter Quigley. Thanks all for input.

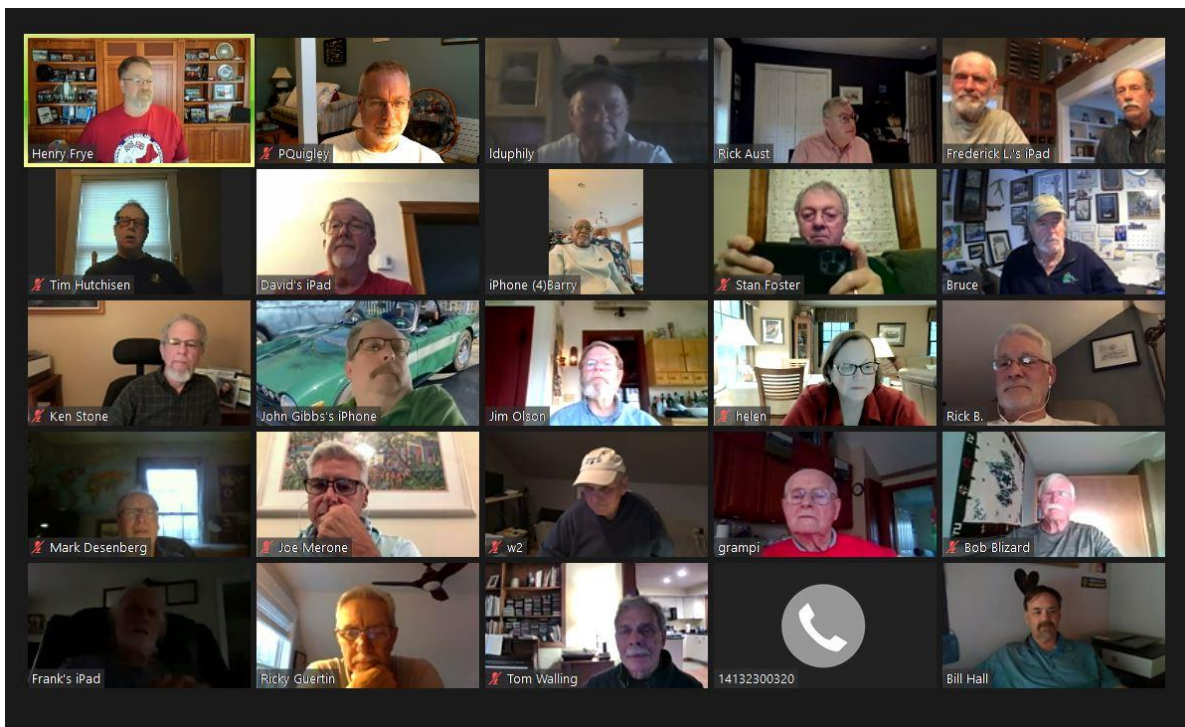
Meeting Announcements:

NET is now INCORPORATED. This is important for tax and liability reasons. This took efforts of multiple people on the Board of Directors to accomplish the feat. Thank you and congratulations to all who worked this through. Soon, benefits will include paying dues electronically on the NET website.

This convenience may help delinquent dues to come in prior to purging late members at or the near end of June 2023. Writing checks and licking stamps is still an option, but more is needed.

Start Up Meeting members introduced themselves and their rides. Rick Guertin spoke of a racer from Hollis NH named Roger French Allen, who mentored fellow racer Paul Newman. A book link was provided. A suggestion was made to try to get Mr. Allen to a meeting or tour as a speaker to share his experiences or tech support. Upcoming VTR National event in Georgia this year coming up in September was brought up. A question was raised as to who in NET planned to attend VTR this September? Tom Walling took 3rd place in class at last year 2022 event in the Midwest (Indiana or Illinois?). Unfortunately, Tom's TR6 experienced a tire blow on the return and the TR6 has been in sick bay since then. The Wallings did not get hurt fortunately. The TR6 however will not be ready to lead the traditional Maine Lobster hosted by the Wallings coming up May 27. Check the NET calendar for details. The calendar should be reviewed regularly as there is a dynamic flow of additions and updates. Just in the last couple days a new tour was added in August. The traditional first tour, starting out as usual from John Bowe's shop underground Cycle_was discussed. The route was eventually figured out and was a good one. More on that in a moment.

The zoom meeting looked like this: *Ed note. Ramble event was discussed of course. Details on Ramble is covered elsewhere in this newsletter.*



Spring Tour- Southeastern NH

I hope you all read the string of emails lauding John Bowe for the great tour. I have attended most of John's past traditional start of spring tours. This Spring Tour was one of the best, evidenced by the enthusiastic feedback from those who attended. Perfect weather combined with great attendance and a great route. No LBC drama that I heard of, which was also good. The apple farm for lunch was a perfect ending to a great day. The best part of the event was, of the 22 cars, a good percentage were non-Triumphs. Great mix of cars and people. The size of the group was split into two. One group led by John Bowe and one group led by John & Tricia Gibbs. Nice 30-mile ride John. Thanks for organizing it.

Next tour is Maine Lobster Tour Memorial Day weekend. Check NET calendar for details. Hosted by Tom Walling.



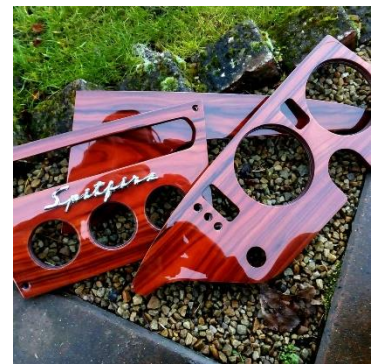


Two Road trips

In the process of assembly of a TR4 just back from fresh paint, I found myself in need of a couple of items that were either No Longer Available, just plain hard to get, or too expensive. Within a couple weeks of each other I hit the jackpot, after some significant driving. The following two road trips are presented for information only. I have no financial interest in either source and only mention them in case you have interest or future needs beyond the usual big three, (Moss, TRF, and Rimmer Bros). My needs were a new wood dash, rear taillight housing, and rear bumper bar, all for a TR4.

Trip #1-Baton Rouge LA for Wood dash- The sources available for a custom or standard new wood dash are scant and getting less and less. You should expect to pay close to \$500 after shipping. In 2018 I visited a place in southwest CT that had nice looking dash in stock in this price range and could take deposits for custom dash boards. The Dad passed and son took the business over. CG Autowood is now closed. Deposits were taken and no product delivered in many cases. Glad I waited. Another option is The Roadster Factory. TRF can supply French walnut or book matched mahogany only, no burl veneer. Book matched in other words, two-pieces, grain matched in the center at the joint, no gap. At \$473 + shipping and tax, at least one would expect that. Reviews of TRF wood dash are very mixed to be kind about it. Another better option is Peter Heary in Ireland. \$467 includes shipping and your choice of veneer, gloss or satin. Very cool

website pictures can be found if you Google handmade by Heary, or Peter Heary. Beautiful workmanship and all high-end reviews from customers. Check Triumph Experience web site. While on that site researching TR4 wood dash I found comments of a TR6 owner, Mike Sundy in Fitchburg, who gave a high five to a fellow calling himself “Wheel Guy” who made Mike a custom dash. Extra switch holes, a one-piece dash in his choice of finish and veneer. So, I made a connection with Wheel Guy and quickly learned he is a “Wheel *nice* Guy”. His real name is Jim Smith of Baton Rouge. Jim is a retired accountant, so not full-time woodworker like Peter Heary in Ireland. By Jim’s admission, making a wood dash for TR’s, (mostly TR6) is a hobby and he is not making a profit if he provides them with a finish. He will sell unfinished dashes for 1/3 less than finished for the DIY types. His preference is to supply that way. But for a beautifully finished and hand rubbed several times on coatings of spar varnish I chose that option at a cost still 40% less than the other alternatives. My choice of stain and finish was a burl Santos Rosewood veneer in satin. Wheel Guy even drove 25 miles from his home in Baton Rouge to meet me off I-10 for pick up since I was pulling a camper and he lives in a gated community. Super communications with pictures as the dash progressed. I am very happy with my first road trip to seek TR parts. My new wood dash is waiting install after my new harness install but maybe allows for a better picture angle here.



- Left picture is my finished dash in Santos Rosewood satin finish as picked up.
- Middle pic is me holding the dash and Wheel Guy aka Jim Smith holding Mick.
- Right pic is Santos Rosewood in gloss finish, customized with Spitfire logo for a US customer by Peter Heary. See [handmade_by_heary](#) on instagram

Road Trip #2- Waynesboro VA-Gassman Automotive

New Old Stock and other goodies

As noted earlier, I was seeking a formerly NLA taillight housing and rear bumper for TR4. Yes, you can get an aftermarket bumper bar from Moss for about \$750 plus the very expensive shipping charge and tax on such a large part.

Rear TR4 bumpers were NLA not that many years ago. At least now we have choices. Re-chromed bar is \$600-700 plus shipping if it is straight and not dinged. Also, the same story now applies to rear taillight housings. If you want a new aftermarket the rear tail light-light housing new from Rimmer is \$257 + shipping and VAT. Re-chromed pitted housings are about \$300.

So, what a jackpot when I found Gassman Automotive in Waynesboro VA on an internet search. I just drove by the exit two weeks earlier with my new dash. Time for another road trip.

Gassman specializes in NOS, New Old Stock. A NOS rear bumper bar with original tape cover was available for \$400. Never installed on a TR4. I have purchased aftermarket bars in the past, and the weight difference is noticeable to original bars. And an NOS taillight was available at \$150. Looks like the savings could justify the fuel for a weekend ride to Waynesboro VA. Mike Gassman has been collecting and buying out TR dealers for over 50 years. Obviously, mostly in the '80s. If it is NLA, check with them. Some examples I saw of no longer available new old stock.

Aluminum Surrey tops. TR4

Center rear hatch for TR4

Aluminum whole fender panels. For reducing weight for racing events

Many more, too many to list all

I spent 1-1/2 hours touring the showroom, warehouse, workshops, and still wanted to see and hear more. Some examples in the showroom.



1. Mike Gassman's original TR6 he restored when he was a teen. White on tan. Well done.
2. Mike's red TR4A driver. Beautiful. My favorite because pedal modifications and master cylinder relocation were required for the tricky TR6 brake booster add on. TR4's or earlier models did not have a brake booster.
3. A TR6 rolling chassis trailing arm repairs and Miata gearbox. The first engine startup after full rebuild can be seen on Gassman Automotive web site youtube video.
4. A TR250 all original with 3500 miles. White on red leather like it just left a Triumph showroom. You must see it to believe. The original owner passed shortly after purchase. His family then put the TR250 on jack stands. After several years, Mike Gassman convinced them to sell the TR250 to him.

Gassman Automotive is transitioning from an eBay store to their own web store. Showing up in person, deals are better if it is for your own use and not resale. I spent \$1,000 total for an NOS TR4 rear bumper bar, taillight housing, and oh, did I tell you I also bought a complete TR250 interior in leather? Concourse quality. Includes all panels, seat covers, and wool dark brown carpets. *Leather!* Sweet.

Worth the 1200-mile round trip. Yea, the 50-year-old tape on the bumper bar was a bear to get off but it now looks great.

Check out Gassman Automotive if you are looking for hard to get parts or NOS parts. GA uses Moss numbering system for inventory control so it should be easy to make sure you are getting what you ask for.

Retro amusement

Compiled courtesy of member Tim Hutchisen. Original classified for sale ads in VTR magazine.

1959 Triumph Italia, Drivetrain excellent, some rust in the rocker panels and rear fenders, chassis crack needs repair. \$750 to a good home, Glen van Hook, 32 Orange Avenue Clifton, New Jersey 07013

VTR Number 8 March-April 1976

1954 TR-2 Serial TS-1323L, new red paint, custom upholstery, top, tires, brakes, engine, clutch. \$3000 or best offer. Trade. Jim Gilbert Mississippi. Phone 601-289-3646, after 5p.m. 601-289-6126

VTR Number 8 March-April 1976

1954 Swallow Doretti. Handbuilt aluminum bodied, tubular chassis, Triumph running gear. Car number 69, good for restoration. \$450. Derek Durst, 738 Center Street North Dighton, Massachusetts 02764

VTR Number 8 March-April 1976

1959 TR-3a Original and excellent inside and out. No rust, low mileage. Overdrive, other accessories, original Dunlop Gold Seal white-walls. Pearl white and red leather. Price \$3750

Jay Jacobs, 120 Bush, San Francisco, CA 94104

VTR Number 8 March-April 1976

1962 TR-3a Dismantled but complete. Extra wire wheels, fiberglass hardtop, trunk lid, spare tire, covers, small mouth TR-3 nose section with egg crate grille, early TR-3 doors

without handles. No rust on any body parts. Also extra engine (not running), trans with OD and rear end. \$500. Bring a truck. Dave Briston, 4035 N. Hartland, MI 48029 Phone 313-632-7530

VTR Number 8 March-April 1976

1975 TR-6 1800 miles, Blue, two months old, excellent condition. \$5900. Paul Cox, phone 702-322-6971

VTR Number 8 March-April 1976

1934 Gloria Monte Carlo tourer One of a kind. Ex body and int, white top, curtains, tonneau, wh, cvr, black uph, no wear. Burgundy metallic paint in 1964. Two spares, Needs engine takedown cleaning and original carbs. Stored since 1964. Joe Connell, 585 Highland, Helena, Montana 59601, phone 406-443-5078

VTR Number 9 May-June 1976

1955 Swallow Doretta, tubular chassis, aluminum bodied TR2 powered roadster, built in small nos. 1954-5 by Swallow Coachbuilding. Car is solid, presentable, authentic and in ex. Running order, except: front discs added, home-made wooden dash (looks ok), grille missing. Has wires. \$1600 firm. Earl Oster, 3744 Roosevelt, Dearborn MI 48124, phone 313-565-8634

VTR Number 9 May-June 1976

While in retro mood, how about **NET 1999 Archived newsletters** on NET website.

1972 GT6-MK III Excellent condition. 43k, new tires \$7500

1980 Spitfire \$2500 or BO

TR250 seats decent condition. \$50/pair. *Ed note; try to find a pair at any price today.*

TR250 seats are NOT the same as TR4 or TR4A. The three model seats all differ.

Vintage magazine ads. Use Google and you may see your LBC ad like these examples.

The *gotcha* is the low price in large bold font. The fine print shows the options. Such as seat belts. Heater-defroster. Windshield washer. Cigarette lighter just in case cell phones get invented. TR7 ads price jumps but these options are now standard.

TR-4 sweeps National D Production competition.



At FIMM's 1 mile in June, Bob Talbot (44), success against winner of EP class in 1963, leads Jim Spencer (54), who eventually finished second nationally, and Steve Kuhn (67) who took fourth. Harvey Marks, not in this race, took for third nationally.

⚠ If you want to drive a real sports car, grab the wheel of a TR-4.

- It goes from 0-60 in 10 1/2 seconds.
- Hits 110 m.p.h.
- Synchromesh on all four forward gears.
- Disc brakes up front.
- Roll-up windows.
- Competition equipment available.
- See your Triumph dealer and drive home a winner.
- Only \$2849*
- Triumph TR-4.

*1974 MSRP. MSRP includes destination charge. MSRP does not include license, title, taxes, and optional equipment. MSRP does not include dealer prep. MSRP does not include freight. MSRP does not include optional equipment. MSRP does not include dealer prep. MSRP does not include freight. MSRP does not include optional equipment.

TR7. THE SHAPE OF THINGS TO COME AT A PRICE YOU CAN AFFORD TODAY

\$4995*

TRIUMPH
Besides an attractive price, there are other compelling reasons for owning a TR7. For example, Consider its performance. Try one at the Sports Car Club of America's Historic and Endurance Championship. Its deep wheel-arch foot offers only a few months of competition. And racing against such veterans as Lotus, Datsun and Porsche.

Consider its comfort. TR7 offers something most sports cars don't have. The roof is higher than the Corvette's or the 2-seater's. And, since fabric doesn't retain heat or cold like vinyl, its seats are covered with fabric where you sit and vinyl where you don't. Master Travel seats fold flat and are "the most comfortable two-seaters we've experienced." Consider what you get. Ten-liter overhead cam engine. Rack and pinion steering. Vacuum-assisted front disc brakes. Rear window defogger. MacPherson strut rear suspension. One-touch roof rack. And, for the same price you could not have it all.

TR7. At \$4,995, how can you afford not to own it. For the name of your nearest Triumph dealer call 800-447-4700. In Florida call 505-522-6100. British Leyland Motors, Inc., Stone, New Jersey 07405.

*Base P.D.E. sticker price, 1976 models. Transportation, local taxes and preparation extra.

THE SHAPE OF THINGS TO COME
TR7



Triumph Spitfire Mk 2 is made for swingers. Dig?

Sure you do. Any swinger digs the Triumph Spitfire Mk 2. She zooms you to 60 mph in 13 1/2 seconds. Then hits 90 mph flat out. (That's even faster than the original Spitfire, a Sports Car Club of America Champion. And voted "Best GT sports car for less than \$2500" by readers of *Car and Driver*.) And check the cockpit! New deep-combined, body-contoured adjustable bucket seats. Vinyl-lined, fully-carpeted interior. Padded dash with handy twin storage compartments.

Of course, she still offers accuracy and quiet-quiet steering. Tight 24-foot turning circle. Dependable disc brakes. Rugged four-wheel independent suspension. The price: \$2199*. Everybody digs that.



Triumph Spitfire Mk 2

The ad on the right appeared in Playboy, July 1965 issue. "Spitfire Mk2 is for Swingers. Dig?"

Hmmm.... I didn't know that. A few things I do know looking at the ad.

1. The couple seemed very happy.
2. No one seems to have their eyes on the road.
3. Question: Are there any hands on the steering wheel? Dig?

Ramble update

The NET Ramble is simply an excuse to get together with other NET club members for a weekend each year and drive our Triumphs. It is a low-key weekend without a strict itinerary that will allow each member to pick a drive that they feel comfortable with. One could also lounge the day away at poolside or play a round of golf and join the group later in the day for the "as campaigned" car show and the banquet dinner on Saturday evening. Your participation level is your choice for the entire weekend. The venue location will change each year and we hope to reach the masses by finding

different areas in the New England region to host this event.

Weekend Schedule

Friday will be a day of arrival for most and we will have a reception in the late afternoon. Dinner will be on your own with plenty of options in Bethel.

Saturday will be a day to drive, relax or do what you want with or without a Triumph. Saturday afternoon we will have the Parc Expose car show where the cars are displayed on the lawn of the Bethel Inn in campaigned condition, bug splat and all. No washing or priming please! One award to be given. Each club member gets to pick the car they would most like to go home with. The Best of Show is the car with the most votes. A banquet dinner will be served at the Bethel Inn that evening for the group.

Sunday is another day for drives or ease into the day and head home. Some people are electing to stay Sunday night so they can take in more drives or play a round of golf.

The Ramble event is designed as a simple, loose atmosphere that encourages participation at whatever level you feel comfortable with. The drives,

The event host and ramble coordinator are setting up some scenic backroad drives around western Maine with our host hotel the Bethel Inn as the hub of activities. From Bethel, there are multiple drives that are being planned. Pick and choose the routes as you like and when you like, based on your timeline and how confident you are with your car. The weather may also play a factor in the route choices and timeline. Lots of variety and options will be presented for the event.

Rangeley drive: (full day loop) This is the longest drive planned for those who are adventurous and have confidence in their Triumphs. This loop will take most of the day to complete. The drive will tour scenic Grafton Notch State park up into Rangeley for a lunch stop. From Rangeley village the drive takes you to scenic vistas as you travel south and then through some twisty roads into Andover and across a covered bridge. Then it is a pleasant drive along the Androscoggin River back to Bethel.

Evans Notch drive: (half day loop) This is a half day loop that takes in some local flavor. The world- famous signpost is your first stop. Sweden, Peru, Norway, Paris, and even China are listed in miles from the signpost. From the signpost it is off to the New Hampshire border through some picturesque small villages and great roads. A tour through Fryeburg Harbor yields fabulous views and tight twisty sections of roads. Then it is off to a fabulous Bakery in the middle of nowhere. Once your sweet tooth has been satisfied it is up through Evans Notch and the White Mountain National Forest that borders Maine and New Hampshire. After touring the scenic Notch road it is another stretch of roadway along the Androscoggin river back to Bethel.

Grafton Notch drive: (half day loop) This loop travels the same route as the Rangeley loop up through Grafton Notch. Then it heads down a very rural road into Andover that is most likely to yield wildlife sightings. Once in Andover, it travels to the same covered bridge and traces the last leg of the Rangeley loop back to Bethel.

Waterford loop drive: (approximately 1 hour) explore scenic Waterford village and rolling farmland as well as a few lakes and scenic views along the way. All backroads with a stop at the world famous signpost for a photo op. Just a nice short loop of 43 miles awaits, perhaps an early morning dash?

Local drive: this drive will tour the local sights in and around Bethel and Newry. It will explore Sunday River resort and the Sunday River Valley as well as other scenic vistas.

For registration and more information, go to the [NET web site](https://www.newenglandtriumphs.org/)

or the [NET 2023 Ramble web site](https://netramble.org/) This event is for NET members only and does not require a Triumph to participate.

You can also contact this year's Ramble host Bruce Pierce at brucespierce@gmail.com or Tim Hutchisen NET Ramble coordinator at tim@penridgemotors.com for questions or information. We are also looking for a host and location for the 2024 Ramble at this time. If you have interest in hosting this event next year or in the future, please contact Tim.

New England Triumphs is looking forward to seeing you at the NET Ramble 2023, hope you can make it!

News from the track courtesy of Henry Frye with pictures from Joanna Ellis

May 19-21 was a delightful weekend down at the Jefferson 500 in Summit Point, West Virginia and NET is well represented! Along with your president is the Racing Gott's, Dave brought down his TR4, I brought the TR250.

Team Gott is here in force, with Dave doing the driving, and Dad Phil and Mom Joanna

working as crew. It looked like Dave unfortunately sucked something hard into the combustion chamber on cylinder and cracked a chunk out of the #1 intake valve, but in heeding the immortal words of Kas Kastner, he was not beaten by equipment! A racer friend brought a used valve to the track, and Phil and Dave worked hard to get it installed in time to make the Friday afternoon session! Despite



1

not having a qualifying time, Dave persevered and worked his way through all the slower cars and by the feature finished in 5th place. Had he been qualified he no doubt would have gotten a podium finish. A major win for Team Gott overcoming adversity and going the distance! The picture is the gang Diagnosing a chipped valve with Henry's boroscope. Dave and Phil pulled the head, sourced a replacement valve, fitted the valve and reinstalled the head. Dave ran all three races plus the enduro on Sunday!



I am happy to report I have recruited a new NET member, Mark Wheatley of Nashua. Mark and I have been racing together for around two decades, he is always fast in his very well sorted TR4, was awarded the Kastner Cup in 2015 and is well known around the tracks in the northeast as he also campaigns a Miata in both SCCA and Vintage Racing. He enjoys a couple of beautiful TR's on the street, plus a couple of other interesting surprises. Welcome Mark.

Picture above is Mark Wheatley getting ready for the days racing.

I was not so lucky. My race car became a static display for the weekend as I had an issue last time out in the fall of last year that I mis-diagnosed. I thought I was good to go but brought a broken race car to the races! Much to the dismay of Kas Kastner, I was beaten by equipment!



The weekend was awesome for the Triumph marque, the group with the TR3's we swept the podium, with a TR3 taking the honors, followed by a gorgeous Ambro (a TR3 based Special that looks like a Maserati Birdcage) and third place going to a TR3 driven by an octogenarian! We are talking mid-eighties to boot!!! The mid-bore group had the TR4's, TR6's, TR7's and GT6's. They put a sports racer in the group

because they had no better place for him, and he ran 1.5 seconds faster a lap than everybody else, so he naturally got the overall win. But Triumphs took the next four places, with Mark Wheatley coming in third and Dave Gott coming in fifth! And that is out of a field of 36 starters! Killer performance for the Triumph guys!

Until next time.

NET Dues Reminder

2023 dues (\$20) are now payable by check and soon by electronic via NET website. Do not wait for electronic payments if you are overdue however.

Members can check their dues on the NET website under Members Only tab, or email Rick Barnard membership@newenglandtriumphs.org . Rick will reply.

Checks should be payable to New England Triumphs and mailed to: New England Triumphs, P.O. Box 39, Grafton, MA 01519.

From the new bylaws: Section 3. **Annual membership dues are payable on January 1st each year. Dues shall be paid within 3 (three) months after January 1st. If not paid, the member shall be notified by email, telephone call or US postal mail that his or her membership privileges will be cancelled if not paid with 1 (one) month. Unpaid members shall be removed from the active membership list after that time.**

Welcome to our new NET members

James & Michelle Guillaume	Farmington, ME	'76 TR6 (Carmine) and '64 TR4 (BRG)
Dale & Laurel Dean	Northwood, NH	'80 TR7 (orange)
Eliot Fratkin & Martha Nathan	Northampton, MA	'67 TR4A (blue)
James & Jane Trudeau	Beverly, MA	'63 Spitfire (red)
Gene Panhorst & Eileen Thompson	Old Lyme, Ct	'62 TR3B (Sapphire)
Tom & Susan Macdowel	Littleton, MA	'59 TR3A (red)
Gene & Kathy Felder	Shrewsbury, VT	'62 TR3B (Signal Red)
Timothy Downing & Genevieve Dimanio	Carlisle, MA	'73 TR6 (Carmine)
Graybert & Karen Beacham	Farmington, ME	'73 TR6 (Pimento) & '78 Spitfire (Russet)

The New England Triumph

Find us online:

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

Facebook: www.facebook.com/NewEnglandTriumphs

Club Officers

Henry Frye, President

Peter Quigley, Vice President

Rick Barnard, Secretary/Treasurer

Stan Foster, Chairman of the Board of Directors

John Gibbs, Board Member

Bob Lang, Board Member

Tim Hutchisen, Board Member and Ramble Coordinator

Ned Sparrow, Board Member

Membership/Dues Information:

New England Triumphs

P.O. Box 39

Grafton, MA. 01519

Membership dues are \$20 per calendar year, and are subject to change any time within the year. This covers expenses such as website hosting, production. and supplementation of some event costs.

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

Another website group that is a great source of Triumph information is called Triumph Experience. www.triumphexp.com

Submissions:

All submissions except classifieds should go to the Editor duphilyl@gmail.com classifieds should go to the 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 email to the Editor. If you would like to reproduce anything in this newsletter for another publication, please contact the Editor duphilyl@gmail.com. We ask only that you credit the author and this newsletter as the source.