



# the new england Triumph

Serving the Triumph Enthusiast since 1977



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Vintage Triumph Register  
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## And the winner of the 2023 New England Triumphs Prestigious Stripped Gear Award is...

Each year NET presents their Prestigious Stripped Gear Award to a member who has gone above and beyond to benefit the club. Last year the award was presented to Lou Duphily for his work on this very newsletter! This year's recipients are Tim Hutchisen and Karen Hakala!

The board discussion on the 2023 recipient was quite short, once Tim and Karen were suggested for their work on the Ramble, everybody immediately agreed and that was that!



Back in 2014, Tim and Karen developed a great concept they called "Round the World Rally". The idea morphed into the New England Triumphs Ramble! Back in July, 2023, NET congregated in Bethel, Maine to enjoy the first running of what we hope to be a long tradition! Look for information later in this newsletter on the 2024 Ramble. We hope to see many of you there!



# End Of Year Party!!!

Thanks to everyone who attended the annual End of Year Party! It was held at the Marriot Courtyard in Marlborough MA on Saturday, November 11, 2023. We had 42 members in attendance. After enjoying some libation with appetizers, we were treated to a great meal by the Marriott.

We then moved on to the presentation section of the program. As your host was feeling a bit under the weather that night Henry leaned on several members to do the majority of the talking! Tim Hutchisen gave a brief summary of his 15 day adventure in his TR7 coupe driving down to the VTR National Convention and back with Henry.

NET has 5 members actively Vintage Racing their Triumphs, and as 4 were in the room, it seemed like a great opportunity to hear from each. Phil Gott talked about his season and invited everybody to come out to Lime Rock Park to witness some great racing at the June Sprints next year. Dave Gott talked about his trip out to Road America to run the Kastner Cup, Bob Lang also gave some highlights of his race season, including an epic Kastner Cup race where he started at the back of the grid and passed the majority of the field in two laps! Henry talked about his winning the MG/TR Challenge race at Mosport in his TR250, much to the chagrin of all the MG guys!

We revealed the date and location of the 2024 Ramble, be sure to read about it elsewhere in this newsletter!

We held NET's second annual meeting, part of the requirements of being incorporated, then moved quickly to the Yankee Swap!

Many members stayed the night at the Marriott and on Sunday morning the fun continued with chat over breakfast.

Looking forward to seeing everybody at the Start-Up meeting in the Spring!!!



# Yankee Swap

During the End of Year Party, we brought back the NET Yankee Swap. Most members in attendance participated, and the action was nothing short of hilarious. Truthfully, words really will not do the Swap justice, as gifts were opened, swapped, reswapped, rules were broken, rules were made up on the fly, and quite honestly the room was in stitches for the better part of the activity.

Your president had a rough time of it, as shown below. After picking an awesome looking gift wrapped in original Stanpart paper, the gift turned out to be a hat, about two sizes too small. But not to worry, my hat was truly desired by one lucky member, but my swapped prize ended up to be an even smaller hat! Oh well, that is how the Yankee Swap rolls!

Thanks to John and Tricia Gibbs for running the Yankee Swap for us, and helping us maintain some semblance of order throughout the mayhem!



# Announcing the Ramble 2024

## Save the Date!

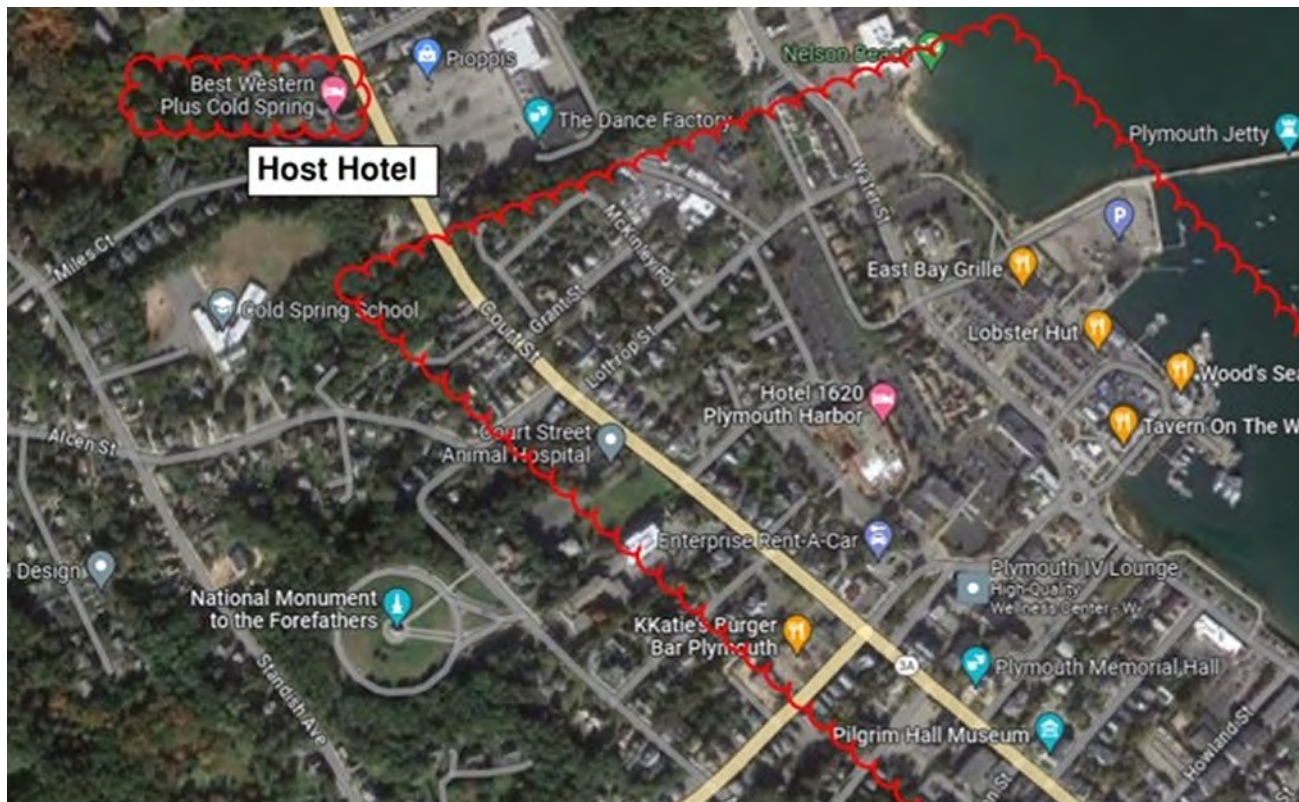
This year's New England Triumphs Ramble will be held in the historic town of Plymouth, Massachusetts on October 18-20th, 2024. Your hosts will be Ken Stone and Peter Quigley for this scenic and historical Ramble.

Plymouth and Plymouth County are noted for many historical monuments and beautiful coastal landscapes. The historical and cultural district features many shops, restaurants, breweries and markets. This mid-October weekend should feature some very nice foliage and lighter crowds in the area. There are many beautiful drives being

mapped out and this Ramble will certainly appeal to a wide variety of interests within the NET membership.

Visit [www.seeplymouth.com](http://www.seeplymouth.com) for an overview of the area.

Details are still being worked out and registration will be opening within the next few weeks. We will send out an email blast from the NET events email when registration officially opens or keep checking the NET website [www.newenglandtriumphs.org](http://www.newenglandtriumphs.org) for updates.



# NET at the 2023 VTR National Convention

by Tim Hutchisen with contributions from Joe Merone, Bob Lang, Mark Desenberg and Henry Frye

The 2023 Vintage Triumph Register (VTR) convention was hosted by the Georgia Triumphs Association and the British Auto Owners Group of Middle Georgia. Several members of New England Triumphs made the trip to attend the convention in late September/early October. Mark Desenberg (TR6), Henry Frye (TR4), Tim Hutchisen (TR7), Bob Lang (TR6) and Joe Merone as co-driver with his brother Bill (Spitfire MK IV) all attended the festivities in Dillard, Georgia.

The VTR week was a busy one based out of the Dillard House Resort with many self driving tours, a poker run, a breakfast run, an ice cream run, a drive in movie night, an autocross event as well as a concours and participants choice car show. In addition to all the driving events, there was a room set up

with vendors, an ongoing silent auction, a model and craft contest and a banquet dinner on the last night of the event.

The weather was spectacular for the entire week with temperatures in the 70's every day and warming to the low 80's by Saturday, the day of the car show. There were over 260 Triumphs registered for the week's events. Dillard GA is very close to the North Carolina border and is nestled into the mountains. This region featured some great roads, southern cooking and some very nice scenery.

New England Triumphs were well represented and every club member attending walked away with a trophy and some great memories of the 2023 VTR. NET members receiving awards were:

Mark Desenberg TR6:  
3rd place S6 Autocross

Henry Frye - TR4:  
2nd place M2 Autocross

Tim Hutchisen - TR7:  
1st place M7 Autocross-  
1st place TR7 Participants  
Choice

Bob Lang - TR6:  
2nd place - Poker Run, 3 queens

Joe Merone - 71 Spitfire:  
3rd place-Fun rally-Navigator

Bill Merone (Joe's brother)  
71 Spitfire:  
3rd place M5 Autocross  
3rd place-Fun Rally-Driver



*I asked each participating NET member to write down their thoughts of the convention week. Here is what they had to say.*

## Joe Merone

Although I wanted to attend the 2023 VTR badly, I wasn't too keen on either driving or trailering my TR6 all the way from Vermont to Dillard Ga. Solution? My youngest brother Bill lives in Charlottesville Virginia, roughly half the distance to Dillard. He just so happens to have recently purchased a very nice 1971 Spitfire. And he's never attended a multi-day car event before. These factors all led me to invite Bill and his car to spend a week of brotherly bonding time with me. A plan was hatched.

I hopped a flight to Charlottesville, and the next day we set off on the 7-hour drive. In the end, we decided to trailer the Spitfire behind Bill's new Ford Maverick. We factored in the idea of driving the Spit and possibly encountering trouble versus having a nice vehicle there with us for other uses. We also knew that we'd still have plenty of Triumph play time behind the wheel while we were at VTR. In the end these all were true, and we think we made the right decision - this time anyway.

With all the tours and driving events, we actually might have spent too much time behind the wheel. It would have been nice to venture off on some of the things the Dillard

House offered - a hike or horseback ride for instance. But we soldiered on and picked up some awards as well. We scored a 3rd place in the rally, plus Bill was 3rd in class in autocross - the first time he'd ever entered that event.

All in all, a great time was had by all. Maybe next time, I'll do the long distance drive with other NET members.



*Now let's read about the two NET club members who did the banzai run to get to the VTR in two days, each in their TR6's. Both of these guys ran solo with no safety net to and from Dillard GA.*

## Bob Lang

The trip down for me was cathartic. I know some folks like the backroads - ME included - but sometimes there's no option but the direct route. That said, I drove the Mimosa TR6 a total of over 2500 miles for the week and had only a couple of issues easily addressed roadside. The car finally passed 59,000 miles (documented from new, 3rd owner). But some "me time" with my TR6 was awesome.

One side stop for me involved a rest area in TN. When checking the fluids at the beginning of day 2, I didn't fully seat the radiator cap. The car ran fine until I stopped at a rest area for a periodic leg-stretch. Of course the car boiled over immediately. I popped the hood and found a container to ferry some water to the car and waited for things to cool down. With the bonnet open, of course folks come over to schmooze. One couple chatted and



chatted, turns out the woman is from Lancaster, MA but is living somewhere south of the Mason-Dixon line now. Great chat. Hubby, it turns out, has a Triumph motorcycle. Great chat, though.

The other item of note was when driving GA Rt. 180 trying to find the winery that a tour went to, my brakes started to fade badly. Note that this road is a tight and twisty pass through a mountain gap. So having very little brake effect was noticeable. We managed to bleed

the brake system back at our VRBO rental. Brakes were fine after that.

We did get to chat with a few folks. One of note was Chris Moore. Chris was married to J.K. Jackson and she is a noted SCCA driver in Solo and hillclimbs in SEDiv. Turns out she wanted to chat with Henry and I and share some stories about JK and Triumph racing. I hadn't seen Chris in a few years, so it was really nice to reminisce.



Tail of the Dragon was a bucket list road - super fun! Getting there was pretty fun too as the start / end of US 129 (aka the Tail of the Dragon) is about 70 miles from Dillard. That said, the entire Smokey Mountain area in GA, TN, NC and SC region is chock full of fun roads to drive. If you like to DRIVE, this area is worth consideration.

The trip home was without incident. I even managed a tad over 27 MPG on one stretch in VA. The event itself was really, really fun. I got a trophy for 2nd best hand in the poker run with three queens. Too bad I didn't get a share of the pot as each card picked up on the route cost \$5 and there were 40 or more cars running. Oh well,

# Mark Desenberg

Road trips are great! They test both the car and the driver and I've always enjoyed spending time on the road in my Triumph. I have traveled to three other VTRs over the years and they are always a lot of fun. It takes a while to truly get comfortable in your car. At first, you hear and feel everything, wondering if all is well, but then, as the miles roll on, nerves settle down and the fun begins.

I did have a small issue at the end of the first day, the turn indicators quit working. I poked around for a while, until I remembered that years ago that the wires had been pulled loose from the flasher in the passenger footwell. I checked and all looked good. After a little more searching I found that the 4 way flasher switch was in the on position. Once I switched it off, the turn signals returned. The 4 ways haven't worked for years and when switched on, they interrupt the turn indicators.

The next day I arrived in Dillard mid-afternoon. I met up with my friend and college roommate from long ago and helped him unload his beautiful 63 TR4 that he had just completed restoring. We then checked in and met the neighbors and other Triumph nuts, had dinner and then we called it a day.



Friday was the autocross for us. They say "slow is fast", but to the inexperienced, speed is fast and also fun, so that's what I did. There are few places where you can really push your car and yourself to the limit and not have to worry about anyone else. The first run I DNF due to entering the slalom on the wrong side of the first cone. Once I learned the track, each run got a little bit faster. I had a ball, lots of full throttle blasts, but I probably was not the most

graceful to watch. The rest of the day was spent talking to other VTR members, cleaning the cars for Saturday's show, eating, drinking and just general fun.

Saturday morning was the car show. I enjoyed voting in each class and you have to spend time looking at each car to pick the one that you like best. It's also nice to talk to people from all over, listen to their stories and learn of the various modifications done to their cars. The weather was great and time passed quickly. We ran in the Poker run that afternoon in my TR6. A few minutes into the run I heard a snap, bang and lost partial throttle return. I pulled over to investigate and found a broken throttle return spring dangling from one end. Fortunately the spring material allowed me to bend a new hook and we were off again. It was a nice run in the country except for the dirt road portion. We lost time finding a detour around most of the dirt road section and by the time that we reached the last checkpoint the officials were gone. We caught up to them at the end point and collected our last card but it didn't help.

Sunday we participated in the VTR group photo and the TSD rally. Unfortunately the TSD rally format was changed to more of a fun ride. They had a list of items to count or spot instead of a timed event. Apparently someone felt the roads were too crowded for a timed event, maybe so, maybe not. We were looking forward to the challenge of the time / speed / distance test. We took my friend's freshly restored TR4 on this outing. It ran great until we started climbing the first long steep hill. Part way up it began to sputter and cough. It wasn't very happy so we pulled over to investigate. During the restoration he had installed an electric fuel pump, the pressure gauge read 0 psi. We decided to turn around. Once we were headed downhill it started and ran fine. Since the fuel tank was now higher than the engine, gravity took over and we made it back to the hotel. We confirmed that the fuel pump was bad and decided to load it on the trailer.



The awards dinner was Sunday evening. It was a full house and ran pretty smoothly. We shared a table with more good Triumph people which made for a fun evening. As it turns out, my autocross style wasn't all that slow, I placed third in class!!

The ride home was pretty much uneventful, although I knew that the other NET members were out there if I had any troubles.

#### Trip Summary

2,454 miles, averaged 24.26 mpg, one broken throttle spring, 3rd place autocross award, met lots of good people, it's a great way to have an adventure and get to really know your Triumph again. If you've never attended a convention, you should give it a try.

Next year, Nashville, IN. is in my sights.



*Now on to the two NET members who did not take the most direct route to the VTR. These two drove two lane roads, backroads and no interstates the entire trip.*

## Henry Frye

Sure, the convention was a lot of fun. But for me, the real highlight of the trip was the drive down and back. Sorry Bob and Mark had to do the straight through drive but I understand the timeline they had to work with.

Tim and I were sort of joined at the hip for the better part of the two week trip. It seems every time we have chatted since our journey the topic comes up, how cool it was to take such a long trip with a relaxed schedule and no Interstates. It is a dream most LBC owners have when they get one of these cars, and it's a shame so few actually take the time and do it.



As somebody who is lucky enough to be able to race my Triumphs, I'm pretty comfy on the track in my race car with all the safety gear.

But Tim and I found some incredible twisties on the drive down, I found myself pushing my street TR4 hard.

I realized I was putting some pretty good g-force on my body against the door, or needing to really hold onto the steering wheel to stay in the driver's seat. I lead almost every leg of

our trip, and on the many occasions I thought I was driving quite spiritedly on the mountain twisties, I'd look in the mirror to see Tim's beautiful Delft Blue Coupe RIGHT THERE. I got to the point that I was pushing as hard as I dared, I was approaching the limit on tire adhesion, but to see Tim in lockstep with a lightly modified TR7 was as cool as it gets.

Two highlights for me of our time in and around Dillard were the autocross and the decision Bob, Tim and I made to pass on the Sunday festivities at the Dillard House and go run the Tail of the Dragon.



I thought the autocross was extremely well done. Our VTR hosts hired a club that autocrosses in that same parking lot all the time, and they ran the autocross as smoothly as one could expect. I would have preferred the run schedule to allow time to get out of the cars, talk amongst ourselves, make changes, etc., but that was not to be. It was a treat to get 5 runs, especially for me who DNF'ed the first run and didn't realize it, then did the same thing on the second run only to realize what I had done while I was missing a set of cones, so only my third, fourth and fifth runs counted. I am pretty sure I was robbed of a first place trophy, when the guy in his "modified" TR3 ran second fastest time of the day, missing Jason Sukey's FTD time by not much, beating all the TR6's, etc. I am pretty sure that TR3 should have been running in the Prepared group, but so be it!

It is obvious the amount of effort the host club put into the convention was enormous. Other than a misstep putting half of us on a nasty dirt road on the Poker Run, the event was really enjoyable.

Our little caravan of two Triumphs really worked well. Getting through congested areas with only two cars is pretty easy, while every additional car adds more drama keeping the group together. It is also key that all members of your caravan like to drive in the same style as you, as you are only going to be going as fast as the slowest driver. Tim and I were pretty well matched, only once did I get a comment for driving too fast on a small back road that Tim described as a goat path!



## Tim Hutchisen

It was 5 days of travel for me each way and 5 days in Dillard but as you know now, there were quicker ways to get there than the path Henry and I traveled. A big part of this trip for me was the drive and scenery along the way. I certainly checked those boxes off my list! I documented the 15 days of my trip but my writeup is far too long for the NET newsletter. However, you can read about the entire trip in detail by logging into the Members Only section of the NET

website. You may want to grab some popcorn and a beverage, you will be there a while!



The VTR convention was well run but there were a few glitches that are to be expected on an event with 260 plus cars entered and many moving parts over the course of the busy VTR week. The Georgia Triumphs Association and the British Auto Owners Group of Middle Georgia did a great job communicating each day's events by email. The day's schedule of events would be in my inbox before breakfast everyday. This communication was very helpful throughout the week. They also had google maps of each drive available for download which was excellent.

The roads in the area were spectacular and I was surprised by the elevation of this region, our cottage was at 2100 feet above sea level. The weather for the VTR week in Dillard could not have been any better, temperatures stayed in the 70's and low 80's and no rain the entire week.

The cottage we rented was perfect for us as it allowed us to kick back away from the busy host hotel. We had a great setup for cleaning the cars and the screened in porch was a great venue to sit and listen to the symphony of "peepers" each night after sunset.



Highlights for me included the autocross event which was well run by a local SCCA region. The car show on Saturday had many really nice Triumphs on the field. Some rare Triumphs were found, a beautiful Gloria, a Toledo, an Acclaim, numerous Heralds and no less than 3 TR5 petrol injected cars were all on the field.

The last VTR that I attended was in 2004 and my wife Karen and I entered a TR7 Spider in concourse class. There were maybe 30 cars total in the concourse back then and I vowed to

never put a car in the concourse again after all the time spent cleaning! 2023 saw as many cars in the concourse as in participants' choice. In fact the numbers may have been higher in the concourse classes, this was a surprise to me. There are now more categories for judged classes and in hindsight, I should have entered the concourse "modified" with my car as I was told it would have done quite well by the judges in the wedge classes.

Another highlight was the day Henry, Bob and I went to the Tail of the Dragon. It was a great day with good friends and it was worth the trip 2 hours each way for the full experience. To toss our Triumphs around 318 turns in 11 miles is about as much fun as one could have on



public roads (especially keeping up with two guys who have logged many hours of seat time going around race tracks). I will definitely return to that area again.

The vendor room at the host hotel allowed for some great conversations with the companies on display. Rimmer Brothers, Ted Schumacher (TS Imported Automotive), LiteZupp, Moss Motors and Bits of Triumph (a clothing vendor) all were very friendly and helpful. They were set up all week and logged some long hours at their booths.

I had lots of conversations with other Triumph owners over the course of the week and it was great to put faces to the names of those I have conversed with on the TR Experience and other email groups. I will definitely be going to future VTR conventions as it was fun and interesting to see other parts of the country behind the wheel of a Triumph motorcar.

# NET Classifieds

FOR SALE: 1962 Spitfire VIN FC750L

I am told that it is the 750th Spitfire built. 12th oldest in the US 30th oldest in the world. Original unrestored, unmolested rust free car. 49,980 original miles. Numbers matching car. Would be a great candidate for a preservation. Includes a removable hard top. Asking \$9000 I can be reached by cell or text 207-431-5421 Email is davestas.ds@gmail.com (10/23)

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FOR SALE: 1960 Triumph TR3A Project Car

Owned since 2001 and its 3rd owner. Complete Numbers matching car currently in the midst of restoration. Rolling chassis stripped & POR15 coated. All chassis rolling gear rebuilt but has been sitting for 15 years so will need refresh. All necessary body repair panels were purchased but work stopped due to work relocations and other project priorities. Additionally, new carpet set and all engine rebuild parts to complete the build were purchased and boxed. All parts have remained in moving boxes since 2005. Includes Soft top, tonneau cover & factory hardtop. Currently stored in enclosed trailer. Price: \$4,000 for total package. Located in NH. Contact: T. Mauser, TFmauser@gmail.com (8/23)

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FOR SALE: Triumph parts: We're in the process of moving and would really like to sell everything in one lot, but would certainly take offers on individual pieces.

TR250: Hood, Front Calipers (need rebuilding), Rear Backing Plates and Drums, Cylinder Head

TR4: Engine- No Distributor- needs re-build. (1) Rear Spring, Rear Bumper- Needs Re-working

GT6: Front? Bumper, Generator - Needs ReBuild, Air Cleaner Cover

Misc: 4 Cylinder Valve Cover; (2) 4 Cylinder Heads; (4) Bumper Chrome Over riders; (1) Wire Wheel Hub Spline; Drive Shaft Yoke and other Misc. "Stuff";

Books: Complete Official Triumph TR4 and 4A 1961-1968 Workshop Manual by Robert Bentley

Triumph TR4 and TR4A 1961-1967 Autobook (Workshop Manual) By Kenneth Ball

Contact: George Kyriax, Gilford, NH, georgedeb@metrocast.net

H- 603-293-2281 Cell- 603-707-8406 (11/22)

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FOR SALE: 1974 TR-6 72,000mi. Tawny brown, all original has OD. New master cylinder, hoses, both carbs. Recently overhauled. Runs nice. \$17,000.00

Contact: David Godin, Levant, ME 207-356-9924 (6/22)

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ATTENTION NET MEMBERS! Have any Triumph stuff you want sell? Heck, we are pretty easy, how about this, have any British Car stuff to sell that our members might want to buy? Cars, parts, parts cars, books, memorablila, tools, etc...

Contact our Classifieds Coordinator, Phil Brzozoski at [classifieds@newenglandtriumphs.org](mailto:classifieds@newenglandtriumphs.org)



# One bit at a time.....

By Tim Hutchisen, Executive Editor

If you haven't noticed lately, the New England Triumphs car club is in the process of an emergence recently. In my mind, our car club is very much like the ongoing maintenance of our beloved sports cars in a lot of ways. Stay with me here while I lay the groundwork for my analogy.....

Since its inception in the late 1970's, the New England Triumphs car club has never faltered and has always been active. For the first 20 years the club (sports car) was new and lots of driving, and events were taking place, the NET club (sports car) was running great with lots of energy!

In 1999 the club hosted the Vintage Triumph Register (VTR) National Convention in Portland, ME. This event took lots of volunteers and a tremendous amount of work in order to pull off a national Triumph event. The club was in its stride and running on all cylinders so to speak.

Over the next 20 years after hosting the National VTR event, the club continued to keep running with various driving events as well as spring and year end meetings. The Day of Triumph show at Lars Anderson Museum in Brookline, MA was always the high point of the year for most of the club members, often getting over 80 Triumphs on the field for the single day event. Over the years, the car count started to decline at the Day of Triumph event. As each year went along it felt like the club (sports car) was losing a step, not running quite as good as when it was new. It was still running but the paint wasn't quite as pristine and the interior had faded a little with a couple of small rips in it from lots of use. Club members' lives and the world around us kept getting busier and busier as time went on. The car count on drives and events declined with time too.

Times change along with our priorities, the insurance risks and sports car usage in a modern world. What was once a great running club (sports car) has been driven many years now and when the pandemic hit, the club suffered a big blow with no events, no organized drives and no meetings. "Ran when parked" is the term that

comes to mind. This was not from lack of trying by the club officers but it was just the way of the world. We suffered a setback as a club when Lars Anderson Museum said they were moving away from our Day of Triumph. Lives changed during and after the pandemic for club members and club officers, the world changed too. Changes and commitments to the club membership are to be expected, after all, the club is run by volunteers, nobody is getting paid here.

During the pandemic, an idea for the NET Ramble was hatched to replace the Day of Triumph show and that led to a discussion on club insurance coverage. The VTR had been recommending that all chapters file for non-profit status and incorporate to protect the club and its members from liability. A new NET president was anointed and it was clear to the club hierarchy that incorporation was the 1st step toward moving the club forward and protecting everyone involved. This first step was the start of the "preventative maintenance plan", and became the foundation of the club. It was the "chassis and suspension" of the club (sports car) being refurbished, so to speak. This took a tremendous amount of effort by the dedicated officers and the newly appointed Board of Directors.

With the "chassis and suspension" now completed, it is now time for the "drivetrain" in the preventative maintenance plan. This latest newsletter represents the first step in tuning up the drivetrain for the club. The newsletter has changed formats along with editors over the past 20 years. It continued to be a good read as a result of the editors, publishers and contributors' hard work and many hours at the computer. There needed to be some changes made to the newsletter in order to comply with the VTR's guidelines, as this is one of the stipulations of being a VTR chapter.

As the former editor, Lou Duphily's life changed recently due to a new job. Lou could no longer devote enough time to the newsletter and we are very grateful for his commitment, time and service to the club over the past years. A quick Board of Directors (BoD) Zoom meeting and it was decided we would get the newsletter in compliance with the VTR and create a nice template for future issues, editors and staff. We are going to try and get back to a solid schedule with 4 issues per year. The BoD are working as a team to produce this newsletter but will need help from some club members as we move to the future.

Every sports car restoration needs some help from true experts (craftsmen, specialists) in order to complete the project. NET is looking for some "experts" with the club newsletter and other aspects within the club to help with our "preventative maintenance" plan. If you have certain talents in writing, editing, graphic layout, website design, social media and other communication avenues, we would love to have a conversation with you. Other club needs in the maintenance process in the future will be a regalia coordinator. (the sports car interior or badge restoration?)

The newsletter is truly the pulse of the club in my opinion, it is a big portion of the "drivetrain". Not everyone subscribes or reads the NET email list, not everyone in the club is on Facebook or social media. Not all club members attend every drive or meeting but I think most everyone at least takes a look at the newsletter. Our goal is to have everyone read the newsletter and enjoy what the club has to offer for events, technical tips and stories.

As you can see, we are adding one bit at a time getting the club (sports car) back in shape after being parked for a couple of years during the pandemic. The chassis and suspension is done. We are now working on the driveline. We are hoping with some help from some true experts that we will be running on all cylinders and looking great out on the road once again. Can you lend a hand and some expertise and help with some bits for the cause? If so, we would love to hear from you! We are working on the club (sports car) one bit at a time until it is running, driving and looking great.



# The Roadster Factory has been lost to fire

Early Christmas morning 2023, the volunteer fire department in Armagh, PA received word that there was a structure fire on Killen Road. By the time they arrived, the building was fully engulfed and the 20 hour battle ended in a total loss. The Roadster Factory (TRF), a major parts supplier to the British car industry, lay in a heap of smoldering ruins. Three Triumphs displayed on the showroom floor were pulled out and saved but the rest of the inventory and contents of the building were lost.

This is a huge loss to the Triumph community and British car hobby. It is a devastating loss to Albert Runyan, his family and the employees at TRF. There are many videos of the fire on social media and numerous stories written about the tragic loss on the world wide web. There have been several "Go Fund Me" accounts set up to help TRF amongst the hobby, some may be legitimate and some may be bogus. New England Triumphs is not a

sponsor of any of these GFM pages. Albert Runyan, owner of the Roadster Factory, has expressed that anyone wishing to donate funds should send them directly to the Armagh Fire Department, P.O. Box 323, Armagh, PA 15920

It remains to be seen whether Albert will rebuild TRF or decide against it. Many of us have TRF parts on our sports cars and have been loyal customers to the business. The investigation of the fire origin is ongoing at this time. The Roadster Factory specialized in Triumph TR2-6 and offered many parts for Spitfires, TR7 & 8's as well as MGB. This is a huge blow to our hobby and industry and we wish Albert, his family and employees all the best as they try to recover from this devastating holiday fire.

For more details and photos on the tragedy, simply Google "Roadster Factory fire" for the latest information.



## New Members!

Please welcome our newest members, we hope to see you folks at an NET event soon!

|                       |                    |                      |
|-----------------------|--------------------|----------------------|
| George Perez          | Andover, MA        | '76 TR7 FHC (red)    |
| Tim Masters           | Westminster, MA    | '59 TR3 (red)        |
| Phil Wagner           | Freeport, ME       | '76 TR6 (Java Green) |
| Gerald Galbreath      | Beverly, MA        | '80 Spitfire (red)   |
| R. Scott Strother Jr. | Boston, MA         | '76 TR6 (green)      |
| Stewart Boyd          | So. Burlington, VT | '61 TR3A (BRG)       |

# And a final word from your President

So you made it down to the end of the first edition of the new newsletter! I can't thank Lou Duphily enough for all the great work he put into his time as Newsletter Editor, I now have firsthand knowledge of what is involved in putting all this together! I strongly believe a good club newsletter is an important conduit to the members, and with this edition I am introducing my vision of our club newsletter. We would appreciate any feedback on this approach, good, bad or indifferent. Also, as Tim noted above, we are looking for volunteers to be part of the Newsletter Committee!

As I toss my 2023 calendar and hang up 2024, I seem to always reflect on the past year and look forward to the winter turning to spring, and getting back to the fun activities that warmer weather always brings. For me, that's getting the cars ready for the upcoming season. We didn't exactly have great weather for a lot of top-down driving in 2023, I sincerely hope 2024 is better on that front! I look forward to getting the Start-up meeting on the calendar, and charting out the activities for the club to get together and have fun in 2024!

## Remembering the 2024 Ramble!

