

Coventry Chronicle

New Jersey Triumph Association Newsletter

November 2006



My very own 1973 TR6

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The **New Jersey Triumph Association** is a local chapter of the *Vintage Triumph Register*, the *Triumph Sports Owners Association* and the *Triumph Register of America*.

Membership dues are \$25 for the first year's registration – which includes the official NJTA Club Pin – and then \$20 annually thereafter. Dues are to be submitted by April of each year. This entitles you to participate in all club activities, meetings and elections. You also will receive the Club newsletter, *The Coventry Chronicle*, in which you are able to post free classified ads for a run of three months - which can be renewed.

The Coventry Chronicle is the official publication of the New Jersey Triumph Association and is published monthly, except for December. NJTA has been established for the enjoyment and preservation of the Triumph automobile. NJTA is open to all owners of Triumph autos and to those interested in Triumph autos.

Technical material is provided for reference and should be utilized advisedly. Opinions expressed are those of the contributors or correspondents and are not those of the New Jersey Triumph Association, its members or its officers or advisors.

Visit us at our website
www.njtriumphs.org

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Publicity

Open
WE NEED VOLUNTEERS!!!

From the Editor...

Tis the season....

Welcome to November!!!

The holiday season is upon us. Time for family and friends and seeing those people you haven't seen all year (which could be a good thing). If you are lucky enough to have a fireplace that always adds to the feel of the season.

From a newsletter Editor point of view this is a rough time of the year to try to publish an edition, the events are done, there isn't all that much to write about.

For many of us the approaching Winter season means our Triumphs are in the garage either resting for the winter or waiting to be fixed. I don't know about anyone else but this is always the time when I would make a list of what I wanted or needed to do to my Triumph. Of course, making the

list is one thing, actually doing the work is quite another story.

It's definitely the time to do an inspection and go over the car carefully. Make sure the hoses are not cracked or that the tires are in good shape. Also don't forget about putting fresh gas in the tank, if we are lucky we may get a warm day that we can burn off the old gas!!!

This was a good year for the club, we had many fun events like the wet Bonnie Brae, the awesome Somerville Cruize night, the spectacular Warren Car Show and of course the trip to Hershey. We can't forget the pool party at John Bullock's house either.

I am looking forward to another year of having fun with the club and trying to get more involved in the events. It is a great club and we have some great members.

All The Best in 2007

Joe Ientile

Njtriumphassociation@yahoo.com

Links

This is a new section and a very quick list, please send me your suggestions and I am sure the list will grow. Also I will start to categorize them as the list grows Please send me your suggestions at njtriumphassociation@yahoo.com

Please Note: These links are provided for reference only

www.njtriumphs.org

www.vtr.org

www.triumphregister.com

www.britishmotorheritage.com

www.ebay.com

www.triumphreport.com

www.aaa.com

www.canleyclassics.com

www.mossmotors.com

www.the-roadster-factory.com

www.victoriabritish.com

www.hemmings.com

www.triumphreport.com

www.6-pack.org

www.triumphrescue.com

www.stevesautoservice.com

Auto Screen Savers

<http://www.fegovi.com/cars>

Online Auto Chat

<http://groups.msn.com/autorepaironline>

www.britishcarforum.com

www.delvaltrs.org

Misc

<http://www.cars.miautoparte.com>

<http://home.att.net/~chevy57/carshow.html>

Club News

Reminder: We meet the fourth TUESDAY of each month (Except December) at 7:30 at The Chimney Rock Inn 342 Valley Road, Gillette NJ 908 580 1100

Meeting Information from October 24, 2006

7:33 Meeting Started & Introductions

Welcome New Member Rich Urban

Topics Discussed:

Fall Foliage Tour - 15 cars

Club Party - Have it in January or February ???

Suggestion: Have one or two meetings in the South Jersey area to get more involvement from the folks down there or have an event in the summer down there

We also discussed having a Member Directory published

The VTR National meeting is being held in Valley Forge in July 2007- We discussed having a Hospitality Suite

Flea Market!!!

We will be having a Triumph Part flea market at our November Club meeting... Be sure to attend!!

So bring whats collecting dust in your Garage

Please Note: You cannot bring large items or dirty items (bring pictures instead)

Members Wanted!!!

Want your story in the newsletter???

Would you like to be a "Profiled" member???

Let me know.....

Joe lentile

njtriumphassociation@yahoo.com

908 418 1678

Directions to the Chimney Rock Inn in Gillette

Reminder: We meet the fourth TUESDAY of each month (Except December) at 7:30 at The Chimney Rock Inn 342 Valley Road, Gillette NJ 908 580 1100

Directions Coming From NJ Turnpike, Route 1 & 9, Newark Airport Area:

Take Route 78 (West) to exit 40. At stop sign make a right. Proceed to a 4-way stop sign and follow sign for Gillette. Continue about a half a mile to a traffic light. At light make a right onto Valley Road. Continue 1 mile and CRI is on your left hand side.

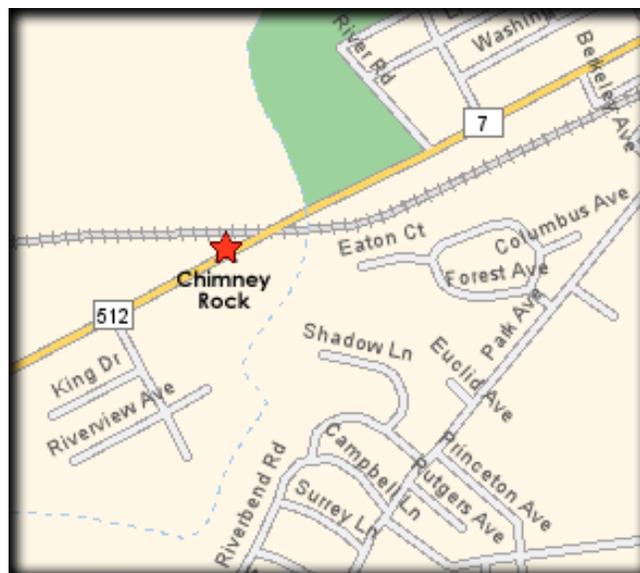
Directions Traveling West on Route 22: Pass the McDonalds on the right. Take Route 78/Scotch Plains, Fanwood, Berkeley Heights, New Providence exit. At the first traffic light after the exit, make a right onto Diamond Hill Road. Continue through three traffic lights. Diamond Hill Road turns into Union Avenue, continue to stop sign and make a left onto Springfield Avenue. Go through two traffic lights, CRI is a ½ mile on the right.

Directions Traveling East on Route 22: Pass Sears/Terril Road on the right. Take exit for Route 78/Scotch Plains, Fanwood, Berkeley Heights, New Providence exit. Then take immediate right for Route 78/Berkeley Heights, New Providence. Go over overpass and continue straight through the traffic light onto Diamond Hill Road. Continue through three traffic lights. Diamond Hill road turns into Union Avenue, continue to stop sign and make a left onto Springfield Avenue. Go through two traffic lights, CRI is a ½ mile on the right.

Directions from Morristown, Basking Ridge & Bernardsville Area: Route 287 South to Exit 30A (North Maple Ave). Continue 2 miles on North Maple Ave. Bear left onto South Maple Ave. Continue 2 miles to yellow blinking light (church on right). Bear left onto Long Hill Road. Travel 2 miles to the 2nd 3 way stop. Turn right, bear left down the hill about 1 mile to the first light (American Gas Station on the right). Turn left onto Valley Rd. CRI is one mile on the left.

Directions Coming From Shore Points, Woodbridge & New Brunswick Area: Take Garden State Parkway North to Exit 127 to Route 287 North (Route 287 splits, always stay right). Continue for about 10 miles and exit right onto Route 78 East. Take 78 until Exit 40. Turn left after exiting, go approximately 1 mile to a four way stop (blinking red light). Turn right onto Mountain Avenue. Take first left onto Park Avenue and follow to the end, turn left onto Plainfield Avenue. At light, turn left onto Springfield Avenue. CRI is ½ mile on the right.

Directions from Pennsylvania, Clinton & Area West (From 78 East) : Take Route 78 East to Exit 40. At stop sign make a left. Proceed to a 4-way stop sign and follow sign for Gillette. Continue about a half a mile to a traffic light. At light make a right onto Valley Road. Continue 1 mile and CRI is on your left hand side.



Plenty of Regalia Available

Black plastic license frame with NJ Triumph Association lettered in white

Price: \$2.50 apiece or two for \$4.00

Mechanic's tool bag heavy cotton canvas 11"x7"x6" black with embroidered NJTA logo

Price: \$21.00

Polo shirts 100 % cotton pique brand Jonathan Corey 500 made in USA with embroidered NJTA logo

Colors: hunter green(brg), royal blue;

Price: sm thru lg \$31.00, xlg-xxxlg \$33.00

Grill badge NJTA logo in cloisonné' hard enamel finish with chrome or gold background (holes to fit standard bumper badge holder)

Price: Gold \$32.00,

Chrome \$28.00

Triumph Owners Service log book spiral bound black 7"x10"

Price: \$12.00

Baseball style cap unstructured low profile with embroidered NJTA logo any color or combination of two colors, khaki/dark green etc.

Price: \$14.00

Send order with check or money order payable to the
New Jersey Triumph Association

Shipping:

\$8.00 for orders to \$60.00

\$10.00 for orders to \$125.00

Mail to:

Art Wildman
33 Hillcrest Rd.
Martinsville, New Jersey 08836
For inquires,
jwildman@optonline.net

Have Ideas??
We need ideas for NEW Regalia.....

What would you want to see with the NJTA logo on it?

Umbrellas??

Cloth Folding Chairs??

Let us know

Send us your ideas!!!

Email to:

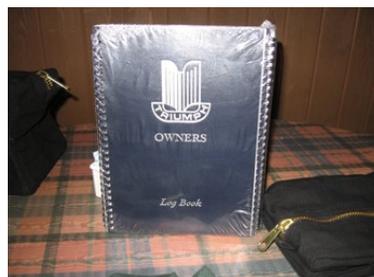
njtriumphassociation@yahoo.com

Mail to:

NJTA

PO Box 6 Gillette NJ 07933

Better yet-attend our Meeting



Logbook



Polo Shirt



Grill Badge



Stylish Baseball Caps

Member Profile: Mike McKenna

My Life with Triumphs

By Mike McKenna

My first infatuation with Triumph was in 1969. I got my license at age 17 that spring and inherited my Dad's old 1959 VW which was my first car. The new TR-6's were on the street that summer and it was love at first sight. The fact that they had 100 hp when I was driving around with 30 hp was important but mostly I loved the dash and cockpit.

I bought my first Triumph in September 1970 a worn 1966 Spitfire with a hardtop for \$900 that I borrowed from my Dad. He said I was crazy and that it wasn't worth it and he was right. I started college at NJIT that fall and used it to get to the train station and visit my girlfriend in NE Pennsylvania. I went to school on that car, learned a lot about basic backyard mechanics. It always wanted time and money. I was in good company though; the guys at my frat house had similar problems. We had a couple of TR-3's an MGA and MGB and a big Healey in that group.

My brother Peter wrecked the Spitfire in Jan 1972. He was done in by the nefarious Corvair like rear axle hop, taking out a parked Ford station wagon. A trip to the junk yard for a new bonnet got it back on the road for a while but in March 1972 while climbing up hill east bound on Rt 46 somewhere around Hackettowns I torqued off the left rear wheel. I watched it roll down the mountain in my rear view mirror headed back to PA. That was it for me. I signed over the title to the tow truck operator and walked away a free man.

I met my transportation needs for a while with a 1972 350cc Honda but in the fall of 1973 I ran into an old friend from grammar school. He had a BRG 1966 TR-4 that was smoking so badly he couldn't see to drive. I took it off his hands for \$100 and fought my way home through the smoke screen. When I replaced the crankcase breather hose (for \$1.00) I was a Triumph man again. I loved that car. It was in bad shape but great fun. My wife and I went on our first date in it. She was so impressed by my driving skills that she thought me a genius. It was cold and raining that night driving through the city and stopping at every traffic light. I had to use all of my electrical management skills. You could have the heater blower, head lights, signals, wipers brake lights and

radio but had to choose which four out of six to use at any one time. I sold that car in the spring to one of my frat brothers as I was off to the Peace Corps. I learned later that he and his dad lovingly restored it only to see it totaled by a DWI while parked on a side street in Union City.

My next and (only new) Triumph I got in October 1974 a brown TR-6 100% financed just in time for a break in cruise to Watkins Glen for the Grand Prix. My wife and I used it on our honeymoon in March 1976 camping in Florida. We look at pictures of that car fully loaded for two weeks of camping and an east coast cruise and we still can't believe we could drive with all that stuff. Despite being bought new the 74 was not a keeper. I put too many miles on it and it was hit twice, moreover I never liked those rubber bumpers. I had to let it go in 1978 after our first son was born trading it in on a new Volvo wagon. My wife still tells that story that when I came home with the Volvo she really believed I loved her more than my car.

Being Triumph-less bothered me though, particularly since they were out of production by then. I wanted a keeper that I didn't have to commute in, a "hanger queen". I decided it would be a 73 model since I liked the gauges on my old 74 but not the bumpers and I wanted overdrive this time around. I found a car in 1983 that was perfect (except that it was a basket case) for \$1,200. I bought it and drove it all of 20 miles to my mother-in-law's garage and was happy to have made it. This car was badly neglected. I took it apart and realized it had been hit in the rear and would never be right so I bought a rear clip off a 76 for \$300 to get myself whole.

Over time I collected all the parts I would need for a complete restoration including four quarter panels and a door. I ended up with two boot lids because of the clip so now I have one with and one with out the luggage rack. My wife thought I was nuts but harmless as over the years I would restore subassemblies and stash away spare parts and NOS. I even went to night school for welding so I could fix the typical frame problems around the differential mounts. That car was off the road for

Member Profile: Mike McKenna

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14 years so I had plenty of time for an off frame restoration to get everything right and tight. I had the car painted red in the fall of 1996 and was back on the road in the spring of 1997.

I completely restored the suspension, body, interior and replaced the transmission and overdrive. The original trans was so bad I couldn't even get a core charge out of it. I didn't mess with the engine other than replacing various seals and pulling off the head to decarbonize the cylinders but I did rebuild the carbs and fuel pump and clean and seal the radiator. I did need a new rocker shaft and a couple of rockers on #1 and #2 cylinders. They really don't get enough oil up front on this engine. The car is 100% stock except for the tires. I prefer new Pirellis over old Michelins. The engine has about 85,000 miles on it but is 100% reliable and runs strong. After 36 years of playing with Triumphs I learned that if it ain't broke don't fix it.

I love my 73 TR-6 it's the keeper I wanted when I first saw one in 1969 and when I drive it I'm still an 18 year old kid



Alert! Alert!

This is an advance warning for those of you who are laying up your cars for the winter. I just read something in a BOAT/US newsletter on fuel storage in boats that has me thinking.

This will be in the next newsletter but that may be too late for some of you.

The fuels we're buying today at the pump have up to 10% ethanol added as an oxygenating agent. This is good, but the problem with ethanol is that it increases water absorption in fuel.

Ethanol is soluble in water or gasoline, but not both at the same time. If enough water is absorbed, a condition called phase separation can occur where the ethanol/water mixture will separate from the gasoline and fall out of solution.

If that happens, no further mixing or additives will help and your only recourse is to drain the tank and start over. Your car will not run on fuel that's separated.

What to do? The problem is most serious when fuel is stored for long periods in tanks less than half full. The extra air space in a partially full tank means there's more water vapor available for the fuel to absorb.

The recommendation is to store your car (or boat) with the tank full and add a fuel stabilizer (such as Sta-Bil) to prevent varnish from forming.

Consider this when you lay up your car for the winter.

Legislative Alert

One of our members was kind enough to bring to my attention legislation recently introduced in the NJ Assembly. AB 3540 can be read through this link: http://www.njleg.state.nj.us/2006/Bills/A4000/3540_I1.HTM

This Bill is making the rounds among the local car enthusiasts and clubs as being negative for owners of older cars. While at first read the Bill appears to be restrictive, as I read it, it actually is an expansion of the permissible use of cars registered as "Historic" in NJ. The Bill would only effect cars that use the "QQ" plates.

The Bill references and amends statutory code P.L. 1964, c.195 (C.39:3-27.3). This is the section of the code that deals with definitions. It changes the definition of "Historic Motor Vehicle" to include the words "occasional travel" and adds the definition of occasional travel to mean once a week. Section C.39:3-27.4 (which is not modified by the Bill) clearly indicates that the term "Historic Motor Vehicle" is the subject of a special registration and is identified with Historic license plates, which are what we commonly refer to as QQ plates. Despite how we actually use them, we are not ever allowed to use our QQ registered cars for pleasure driving under the current law, which AB 3540 allows, albeit once a week. It does not appear to have any effect on old cars registered in any category other than "Historic".

I suggest that you use this link: <http://www.njleg.state.nj.us/members/burzichelli.asp> to contact your State representatives, understand their position, let them know that enthusiasts are watching this Bill, be certain that they view it as an expansion of driving privileges, as we do, and tell them to support the legislation. I have already contacted my State Senator and two Assemblymen for this purpose.

Unless I am missing something here, Car Clubs should support this Bill.

Salt and Sand Courtesy of AAA

Coastal Regions

Salt air and sand is great when you're enjoying the beach. They can, however, have an adverse effect on your vehicle. Sand can build up under your vehicle and also can hold moisture, which accelerates rust and corrosion. Salt air and sand can create minute scratches in your vehicle's clear coat finish and paint that can lead to small rust spots.

Snow Regions

Rock salt and sand is applied to road surfaces to melt ice and assist with traction during snow or icy conditions. While this is a great benefit for traction, the salt residue that gets on your vehicle (mostly on the under carriage, the bottom of your vehicle, and on the vehicle's body) accelerates rust and corrosion. Sand also can build up under your vehicle, and since it can hold moisture, it also accelerates rust and corrosion.

Preventing Problems

Rustproofing your vehicle will substantially help prevent the start of rust and corrosion.

Apply a good quality wax to the finish of your vehicle. This will help protect against the salt and sand effects.

When driving on roads that have been treated with salt or sand, wash your vehicle at least every two weeks. This may appear excessive, especially since salt and sand will get on your vehicle just from driving home from the car wash. However, this will ensure that salt and sand does not build up on your vehicle. Be sure to get the underside clean.

If you drive near an ocean (or any body of salt water), wash your vehicle at least every two weeks. This will ensure that sand and the salt in the air will not build up on your vehicle.

Safety First

If left neglected, rust and corrosion can eat away at your vehicle and may affect safe operation. Areas commonly affected by rust and corrosion include: brake lines, fuel tank, fuel lines, frame rails and suspension parts, floor boards, and lower body panels (the lower portion of door edges and fenders).

My Buffing Experience

Story and Pics from Joe lentile



TRY THIS AT YOUR OWN RISK

Here is a little story of how I got my Triumph a little more shiny. The oxidization had built up really badly on my car. It was thick and really hard to get through. I thought the repainting was my only option. I remembered that when I was in bodyshop class at the Vo-tech the teacher had rubbed a little tiny spot real hard and it came up shiny. Now my car had been repainted since original and I believe it is lacquer.

Anyway, I started to rub out more spots using rubbing compound, polishing compound, cleaning wax and high gloss wax. I tried to use an orbital polisher but it wouldn't cut into the oxidization. I had to hand rub (and I mean hard!!!) it took like 25 hours to do the car and it didn't come out completely. I did take away a lot of green paint/ oxidization and the paint wore thin in some spots but I figured that it was cheaper then a repaint and I could probably get a few more years out of the paint job before I have to repaint

AGAIN TRY THIS AT YOUR OWN RISK



Prevent Vehicle Fires

Courtesy of AAA

Motor vehicle fires can be dangerous!

Fire-related vehicle fatalities account for numerous deaths and serious injuries every year. In 2004, according to the National Fire Protection Association (NFPA), highway vehicle fires were responsible for more deaths than apartment fires. NFPA research shows that public fire departments responded to an estimated 266,500 highway-type vehicle fires during 2004. These fires claimed 520 lives, caused 1,300 injuries and nearly a billion dollars in property damage.

Tips for preventing a motor vehicle fire

Consistent vehicle maintenance is the key to preventing a car fire. While many drivers believe most vehicle fires occur from collisions, this is not true. More vehicle fires are the result of a failed vehicle component including damaged wiring, loose electrical connections, worn or blistered fluid lines, leaking connections, severely worn brake components and damaged heat shields.

By properly maintaining your vehicle, you greatly reduce your risk of experiencing a vehicle fire. Vehicle owners are urged to follow manufacturers' maintenance schedules and arrange for a comprehensive maintenance inspection at least once a year after the vehicle's warranty expires.

What you should do if a motor vehicle fire occurs:

Stop - If possible, pull to the side of the road and turn off the vehicle's ignition. Pulling to the side of the road makes it possible for everyone to get out of the vehicle safely. Turning off the ignition shuts off the electric current and stops the flow of gasoline. Put the vehicle in park or set the emergency brake so that it will not move after you leave it. Do not open the hood because more oxygen may make the fire larger and exposes you to a sudden flare up.

Get Out - Make sure everyone exits the vehicle but do not waste time and increase your risk by removing personal belongings. Move at least 100 feet away from the vehicle. Be mindful of the traffic and keep everyone together.

Call for Help - Call 911 or the emergency number for your local fire department. Never return to the vehicle to attempt to extinguish the fire yourself.

What you can do to reduce the risk of a motor vehicle fire:

Have your vehicles inspected annually by a trained, professional technician. As a public service, AAA inspects and approves thousands of repair facilities in the United States and Canada as part of the AAA Approved Auto Repair program. Use Shop Locator to find a AAA Approved Auto Repair facility.

Watch for fluid leaks under your vehicle, cracked or blistered hoses, wiring that is loose, exposed metal, and cracked insulation.

Be alert to changes in the way your vehicle sounds when running, or to a visible plume of exhaust coming from the tailpipe. A louder than usual exhaust tone, smoke coming from the tailpipe, or a backfiring exhaust may indicate problems or damage to the high-temperature exhaust and emission control system on your vehicle. If possible, avoid smoking in your vehicle; if you must smoke, be sure to use the vehicle's ashtray.

For your safety and the safety of others, follow the posted speed limits and obey traffic rules.

Before hitting the road, members look to AAA for assistance and information that can help them drive more safely, use fuel more efficiently, ensure their vehicles are in good working order, and secure their passengers properly. And, when it comes to maintaining a vehicle, AAA offers a wide range of services from providing helpful car-care tips to free annual inspections at one of its more than 7,800 Approved Auto Repair facilities.

Classifieds:

TR7 5 spd. convertibles for sale. One is a 1979 non-runner good for parts or major restoration...the other is a 1980 runner in need of restoration. Asking \$1,000 for the pair or will divide. Contact Allen Rosenberg @ bigalnj@aol.com or 908-755-3794

1979 Fiat Spider and a 1981 Fiat Spider. One car is fuel injected. Both cars have some rust, but have soft and hard tops. One car has a roll bar and custom wheels. These cars need a new home. Asking \$1500 for the pair or will sell separately. Call Allen @ 908-755-3794 or e-mail @ bigalnj@aol.com

67 GT6 for sale. The car needs some restoration but runs OK. Call him at 973-226-4566 at home or 201-670-3477 at his office. He is looking for a reasonable offer. The car is in Essex Fells.

Car trailer, large heavy duty dual axle with ramps. \$500 FIRM! Call Allen , 908-755-3794 or e-mail: bigalnj@aol.com

1979 Spitfire. 49000 miles All original except top replaced about 8 years ago. Excellent daily driver. Runs well. Rust free Texas car brought to NJ when I moved here. Hard top included. Call John for more information at 973-271-2479.

1980 tr8 48k. losing garage, need to sell. car has not been used in about five years. Rich Cell (908)347-3900. looking for offers. Westfield, NJ

Storage space available for two cars in my barn. Very private and secure setting in rural Ringoes, NJ. \$30 per car per month for NJTA members, \$40 for non-members. Dirt floor, no electricity, no heat, just shelter from the weather.

Call Thom Pooley at 908-788-5197 or email thompooley@att.net

Large assortment parts from an abandoned restoration of a 1953 MGTD.

Located in Schnectady, NY. e-mail for pictures and info. Ronald Weinger sheron@att.net

Several wall mount parts storage bins. e-mail for pictures, Ronald Weinger sheron@att.net

For Sale: 16"x20" PIG mats, absorb 32oz of anything your car can dump on the floor, \$7/10; 42" PIG socks, absorb 1/2 gallon of liquid, \$1.50 ea Ronald Weinger sheron@att.net

2 1969 GT-6s Complete or for parts. Call for needs Steve Bodenweiser 973 829 1618

1974 Spitfire

53K miles Good condition. Drove well last time used

Original engine, body, paint, etc. Garaged

Owner since 1988, Need to sell for garage space

\$1,000 Tel. 609-683-4572, or 258-4639 shayegan@princeton.edu

TR6 lots of new parts email for details

joecornell@covad.net