

# Coventry Chronicle

New Jersey Triumph Association Newsletter

March 2007



Ken Blair's hard won '68 GT6

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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](http://www.njtriumphs.org)

PLEASE SUBMIT ARTICLES,  
LETTERS AND INFORMATION TO:

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Atwell Haines 973-927-3765

### Classic Car Insurance Advisor

Angela Anthony 908-757-8343

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**WE NEED VOLUNTEERS!!!**

# From the Editor...

Well March is here (well over actually). Warm days are upon us and the days are longer.

Personally I enjoy the the earlier Daylight Savings Time since it gives me more time to enjoy my Triumph

Hopefully you have gotten your Triumph out for a drive already.

I was able to get my car out for a nice drive the other day. Of course some of the issues from last year popped up, sputtering at speed, dim headlights plus a new one, an alternator wire had grounded out and stalled my TR6 on the side of the road.

Once I figured it out (and roasting part of my wiring harness) it was easily fixed and I was able to limp home. Always an adventure with these cars.

I guess now is the time to double check everything and make sure everything is clean and clear (including loose wires)!!

Pretty soon the Club events will start, the Smithville trip looks exciting and we have Georges Open Garage day where you can put take a look under your car (if you dare).

I am going to take a moment now to give some thanks to the members who contribute to the newsletter (you know who you are) I am also going to take a few minutes to ask for a little help...if you would like to contribute a story or be a profiled member, please LET ME KNOW!!

Another area where I can use help is with photographs. I would be really grateful for any photographs that you take at Triumph events and would like to have published. I cannot make all the events and I think we would all appreciate the coverage at these events.

Well I for one am really excited at the new driving season and look forward to a lot of days driving around with the top down!!

Triumphantly Yours  
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](http://www.britishcarforum.com)

[www.delvaltrs.org](http://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 February 27, 2007

7:33 Meeting Started & Introductions  
Welcome New Member Walt

### Topics Discussed:

Overnight Trips

One in the Spring and one in the Fall

Smithville NJ April 21

Covered Bridge Tour

Britfest - Early May

South Jersey NJTA Meeting -June 24 location TBD

Somerville Cruize Nite set for July 13

Mike Romand gave a Treasurer Report

The topic of Yahoo groups was discussed  
and how they can provide a wealth of information

**Membership forms have mailed and  
Dues are due by May 1 !!!**

### **Members Wanted!!!**

**Want your story in the newsletter???**

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

**Let me know.....**

**Joe lentile**

**[njtriumphassociation@yahoo.com](mailto: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.

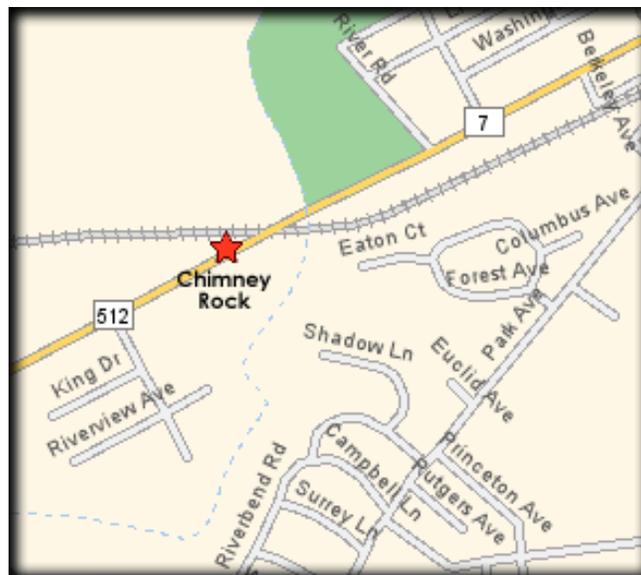
Directions Traveling West on Route 22: Pass the McDonalds on the right. Take Route 78/Scotch Plains, Fanwood, Berkeley Heights, New Providence exit. At the first traffic light after the exit, make a right onto Diamond Hill Road. Continue through three traffic lights. Diamond Hill Road turns into Union 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:**

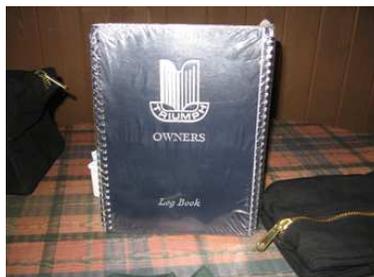
**njtriumphassociation@yahoo.com**

**Mail to:**

**NJTA**

**PO Box 6 Gillette NJ 07933**

**Better yet-attend our Meeting**



Logbook



Polo Shirt



Grill Badge



Stylish Baseball Caps



# A Touch of England

Is back at the  
**HERMITAGE HOUSE**

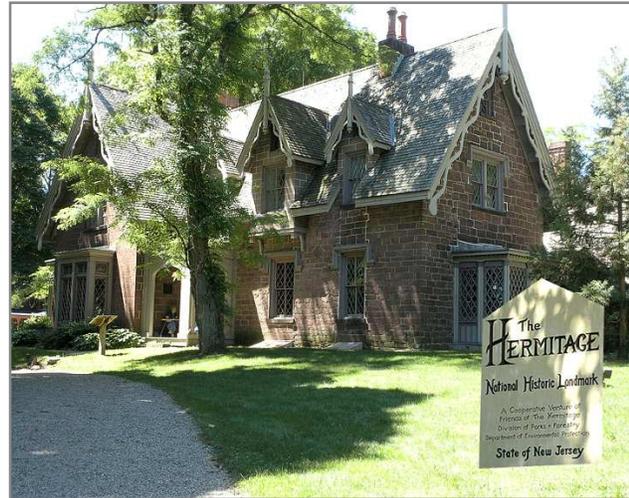
## A Gathering of **Classic British Motorcars**

A Popular Vote Show for all British Vehicles

**June 16th, 2007, 9:00 am to  
3:00 pm**

Sponsored by  
The New Jersey Triumph Association  
The Hermitage House and  
Museum

Ho-Ho-Kus, New Jersey



That's right, the "A Touch of England" car show has once again been scheduled to be held at the Hermitage House in Ho-Ho-Kus and we of the New Jersey Triumph Association will be hosting it. The Hermitage is a beautiful site for a show, plenty of grass and trees to make for a comfortable day for all.

What this means, however, is that there will be plenty for us to do in preparation for the show and on that day to make it a success. We will need help with:

- Pre-show registration
- Lining up pre-show sponsors (Bill Smith has volunteered for this, he may need help.)
- Publicity, i.e., getting the word out to other clubs, distributing fliers at other spring car shows.
- Lining up and purchasing appropriate trophies.

On the day of the show we will need help with:

- Setting up registration and awards presentation areas.
- Registering cars
- Directing show cars to appropriate spots
- Judging
- Clean-up

As you can see, there will be plenty to do. If you would like to help call John Bullock at 908-832-5082 or e-mail at [johnbullock7@earthlink.net](mailto:johnbullock7@earthlink.net)

# NJTA 2007 Event Schedule

**April 21/22** NJTA Over- night Trip to Smithville NJ - Group will meet in Hightstown for breakfast and take back roads to Smithville. The British Motor Club of Southern NJ is having a gathering at Historic Smithville on Saturday the 21st. We will be trying to get some of our southern NJ members out to participate in this event. We are planning dinner and other activities in the evening. Other attractions in the area are Atlantic City, Tuckerton Seaport, Renault Winery.

Contact Dean Potter, potter20001@hotmail.com or Vince Maggio, vincemaggio@msn.com

**April 22** Delaware Valley Triumph Club - event, cars will meet in Bucks County at Peace Valley Park at 9:00 AM and then travel on to the Triumph Brewery in New Hope for lunch. Contact Joel Albert for details, j.h.albert@patmedia.net

**April 28** Tech/Open Garage - Don's Jaguar Service, 8am – 3pm, Bring your tools and Parts or make arrangements with George ahead of time.

**May 5** Brit Fest - Held at beautiful Horseshoe Lake park in Succasunna (Morris County), NJ. Contact: Charles Tregidgo Tel: 201-796-8648 (evenings) Fax: 201-796-8648

**May 26** Brits Are Back – Hope Lodge, Fort Washington, PA. Show information (610) 825-2617 or go to the Hope Lodge web site [www.ushistory.org/hope/](http://www.ushistory.org/hope/)

**June 2** Bonnie Brae Scottish Games – Liberty Corner, NJ . A great family event, Scottish music, dancing, drum and pipe bands, sheep herding demos and lots more to see and we get a front row seat. Space is limited. Contact Allan Rosenberg, bigalnj@aol.com

**June 3** Red Mill Car Show – Clinton, NJ, All filled up, but a good show to visit.

**June 9** Touch of England at The Hermitage House - Ho-Ho-Kus, NJ. We are putting this one on. We will need lot's of help the day of the show. Contact John Bullock, johnbullock7@earthlink.net

**June 10** 14th Annual Motorcar Gathering at Hellertown - More than 200 vintage British sports cars on display at Hellertown Reservoir Park, just south of Bethlehem, in eastern Pennsylvania's Lehigh Valley. vendors. Music, lunch foods, children's activities. Large picnic pavilion. Time: 9:00 AM

**June 24** NJTA Meeting and Day Trip, Meet our members from south Jersey at 1:00 PM in Bordentown at Mastoris, 144 Rt. 130, Bordentown, NJ 08505, (609) 298-4650, mastoris.com. Dean Potter Contact potter20001@hotmail.com

**July 13** Somerville Cruise Night - 5:30 PM, Contact Vince Maggio, vincemaggio@msn.com

**July 17-21** VTR National Convention - Valley Forge, Pennsylvania Sheraton Park Ridge Hotel, 480 North Gulph Road, King of Prussia, PA, 19406, Phone (610) 337-1800. Full info at <http://vtr2007.com>

Aug Pool Party, Ice Cream Run, Picnic, Breakfast & Lunch On TheRoad. These are suggested outings for anyone willing to coordinate.

**Sept 8** Moss Motors Fall Fest - At Moss Motors facility in Dover, NJ

Oct Fall Foliage Tour - Who wants to host this one?

## Note:

1 Events with No specific date are in the planning stage or in need of someone to serve as coordinator. Let us know what you would like to do to make the NJTA a better club.

2 Further event details will be published as they become available.

## On the Road Again-Ken and Lillian Blair's '68 GT6

I have always liked Triumphs. Friends had TR3s and Spits. Great to ride and drive and much cooler than those MGs and Sunbeams and such. But I had sensible cars, Volvo PV544 and next a Fiat 124 sedan.

Then my chance came. A guy I worked with was driving a GT6 and he needed some money, quickly. So \$500 was exchanged for a title and I owned a '68 GT6. It was a little rough around the edges and I found out I was the 5<sup>th</sup> owner (of a 6 year old car). However, we drove it for a year as my daily driver. We went back and forth to work and school; up and down Rt 80; rain, snow and heat; and only a couple of small electrical fires. It always got us where we were going and more importantly, it got us home. It was a lot of fun and all I needed to do was drive and add gas, typical Triumph reliability. However, in 1995 we bought a '74 orange, no options, Gremlin from my grandfather's estate. It was sort of like the GT6, six cylinders, floor shifter (3 speeds instead of four), and a hatch back with about the same luggage room. I put the GT6 up for sale, half-heartedly. I was able to talk all buyers out of a deal, except for a college student. I took the down payment, but luckily, just a few days later, his dad called and said there was no way his son was going to buy such a car. I gave the money back



and promptly took the GT6 off the market.

The GT6 sat in our apartment parking lot for about two years. In winter, Lillian would clean the snow off of it so as to keep anyone from thinking that it had been abandoned there in the lot and because she was sad to see it just sitting there. We moved into a house, and low and behold, it had the original detached 1929 garage in the back, a perfect place for a '68 car. We towed the GT6 down Rt 46 from Netcong to Rockaway, a distance of about 20 miles, using the

Gremlin and a cable. We were quite a sight. We pushed the GT6 up around to its new home in the back garage, and there it sat for 26 years. Slowly, it was buried under construction junk and gardening supplies. Just to keep the feeling that something was going to happen with the car, there was an occasional purchase of new parts or trips to friends who had used parts to give.

Finally it was time. We cleaned out the garage, and really looked at the GT6. Then we brought out the check book. The UPS guy had a busy couple of years delivering new rear fenders, rocker panels, a complete interior, and much more. The old fenders and rocker panels were cut away and we welded the new ones in place. Every single bolt was unbolted and the body was taken off with the help of 3 friends.



After cleaning, painting and putting all the parts back on the frame, the body was put back on with the help of the same 3 friends. Next there was a full rebuild for the 2 liter six cylinder engine. Hopefully every single bolt went back together, correctly. The decision was then made to register QQ and next to obtain insurance. We took a few shakedown trips around town, with the body together but in many colors and just the original seats installed. It looked very rough, but it was a good ride. Finally it was time to make arrangements for the final body and paint work. Luckily there is an excellent body shop one block from our house. On the way home from the initial visit to the body shop to make the most crucial decision of the entire rebuild (choosing the color), a disaster occurred. There was a load bang, a metallic clank and a lot of smoke from the exhaust; we drove home without much power and a lot of vibration. The post mortem showed a seized oil pump and a thrown rod.

## On the Road Again-Ken and Lillian Blair's '68 GT6 - continued

We located and purchased a TR6 motor (actually from a TVR) and did a quick rebuild. At least the body was not



in fresh paint, so the removal of the old and installation of the “new” engine, did not cause any body damage. Unfortunately, we could not locate a proper intake and exhaust manifold, so we had to use the GT6 cylinder head. Since the Triumph blocks bring the pistons all the way to the top, the 2 liter head on a 2.5 liter block led to about 12:1 compression ratio. The car ran OK, but we had to go easy on acceleration so as not to have much pinging and it was very hard to start. About a year later, the correct manifolds and head were installed, so now all is much better.

Next all the glass was removed. The nose, doors and hatch were taken the body shop. I carried the nose there on my back, like a turtle shell. Sorry no pictures of that, but it was quite a sight, I am told, walking through town. A couple of weeks later, I drove the “car” (with no glass, no doors, no nose, no hatch and only a drivers seat) to be with the rest of the pieces, in the body shop. A few long weeks later, I came home to the “car” in the driveway and a nose, two doors and a hatch on tarps in the front yard.

At long last came the rush to hang the doors, install the glass, put the lights back on, glue the carpets down and install headliner, and all of the other “little” things necessary to get back on the road.

Finally we could go on driving trips, participate in car shows and NJTA events and just enjoy the car.

## Announcement

Triumph Rescue proudly announces our recent acquisition of British Wiring Inc., suppliers of wiring harnesses, wire, and terminals. Our goal is to provide the British motoring industry with quality materials in a timely manner at a reasonable price. At Triumph Rescue, we intend to continue serving our customers with the personal touch we're known for. As we tool up, we look forward to meeting your British car and motorcycle needs beginning April 2, 2007!

Matt Bakes  
P.O. Box 185  
617 Walnut St.  
Bally, PA 19503  
Toll-free – 866-461-9050  
Fax – 610-845-3518

# Night Driving

**By Jim Pyatt**

Why is night driving so dangerous? One obvious answer is darkness. Ninety percent of a driver's reaction depends on vision, and vision is severely limited at night. Depth perception, color recognition, and peripheral vision are compromised after sundown.

Did you know that traffic death rates are three times greater at night than during the day, according to the National Safety



Council? Yet many of us are unaware of night-driving hazards or don't know effective ways to deal with them. Driving at night is more of a challenge than many people think. It's also more dangerous.

Your night vision can be reduced by as much as 90% by dirty dull headlights.

*An average of 9 out of every 10 cars on the road today has dirty or yellowed headlights that greatly reduce vision and need to be replaced, cleaned, and/or repaired.*

*---AAA Foundation for Traffic Safety*

This is usually caused by sun or UV damage and a mixture of acid rain or road debris and dirt. The sun breaks down and dries out plastic. It turns headlights cloudy and yellow, and it only takes 2 to 3 years for this deterioration to happen on plastic headlight lenses even less in the desert. Road debris and dirt will basically sandblast the lenses. All these conditions are considered severe weathering, and will break down and ruin your headlights; it is just a matter of time. It's like cancer: once it starts to show, it will get worse and worse unless you treat it. It will affect your nighttime visibility and this has been proven to cause accidents.

Headlight replacement was the only option available until recently. You had to replace the cloudy headlights with expensive replacements at your car dealer who would charge \$300 and more, and that didn't include installation. Technological advances and extensive research have made products available to clean, restore, and even repair worn headlights. Even cracked, leaking headlights can be repaired.

Fortunately, you can take several effective measures to minimize these after-dark dangers by repairing your car's lenses and following a few guidelines while you drive.

The National Safety Council recommends the following:

- Prepare your car for night driving. Clean headlights, taillights, signal lights and windows (inside and out) once a week, more often if necessary.
- Have your headlights properly aimed. Misaimed headlights blind other drivers and reduce your ability to see the road.
- Avoid smoking when you drive. Smoke's nicotine and carbon monoxide hamper night vision.
- If there is any doubt, turn your headlights on. Lights will not help you see better in early twilight, but they'll make it easier for other drivers to see you. Being seen is as important as seeing.
- Reduce your speed and increase the distance between you and the next car ahead of you. It is more difficult to judge other vehicles' speeds and distances at night.
- Don't overdrive your headlights. You should be able to stop inside the illuminated area. If you're not, you are creating a blind crash area in front of your vehicle.
- When following another vehicle, keep your headlights on low beams so you don't blind the driver ahead of you.
- If an oncoming vehicle doesn't lower beams from high to low, avoid glare by watching the right edge of the road and using it as a steering guide. Make sure you lower your beams, so you won't cause that driver to have an accident.
- Make frequent stops for light snacks and exercise. If you're too tired to drive, stop and get some rest.
- If you have car trouble, pull off the road as far as possible. Warn approaching traffic at once by setting up reflecting triangles near your vehicle and 300 feet behind it. Turn on flashers and the dome light. Stay off the roadway and get passengers away from the area.
- Observe night-driving safety as soon as the sun goes down. Twilight is one of the most difficult times to drive, because your eyes are constantly changing to adapt to the growing darkness.

*Jim Pyatt is the owner of Tender Rubbing Care, Published author and consultant. Jim has over 10 years experience as detail shop owner operator, and is a member of The National Association for Professional Detailing and Reconditioning (NAPDR). He can be reached at: jim@tenderrubbing.com*

## 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](mailto: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](mailto: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.

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](mailto: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](mailto:sheron@att.net)  
Several wall mount parts storage bins. e-mail for pictures, Ronald Weinger [sheron@att.net](mailto: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](mailto: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](mailto:shayegan@princeton.edu)

Wanted: Powder Blue 1962 TR3B, preferably with overdrive.  
Please contact: [P3Drums@optonline.net](mailto:P3Drums@optonline.net) or 973-422-6044.

TR6 lots of new parts email for details  
[joecornell@covad.net](mailto:joecornell@covad.net)