

**Triumph Club**



**Of North Florida**

1409 Forest Ave.  
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# **TRIUMPH CLUB OF NORTH FLORIDA**

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## **Wishing you the Best for this Holiday Season**

*All opinions expressed in the articles, columns and other material included in the newsletter are those of the author and do not necessarily reflect the position of the Triumph Club of North Florida, its officers or members. The Triumph Club of North Florida is not responsible for any technical advice which may appear in these pages.*

CLUB OFFICERS	COMING EVENTS
<p><b>PRESIDENT</b> Walt Lanz (904) 631-8395 © (904) 641-3262 Email: <a href="mailto:Walt@WLSservices.com">Walt@WLSservices.com</a></p>	<p><b>December 18, 2010</b> <b>Christmas Party</b> <b>Wayne &amp; Annmarie</b> <b>Brooks</b> <b>See Page 5</b></p>
<p><b>MEMBERSHIP SECRETARY</b>  Graham Thomas (904) 321-0261 email: <a href="mailto:36142L@bellsouth.net">36142L@bellsouth.net</a></p>	
<p><b>SECRETARY / TREASURER</b> Norm Reimer 904-246-6044 email: <a href="mailto:suennorm@comcast.net">suennorm@comcast.net</a></p>	<p>Congratulations to Stan Kinmonth on being elected president of the MG Club.</p>
<p><b>EVENTS COORDINATOR</b> Stan Kinmonth (904) 276-1418 email: <a href="mailto:stantr6@comcast.net">stantr6@comcast.net</a></p>	
<p><b>NEWSLETTER</b> Lance Brazil (904) 247-1030 email: <a href="mailto:lbrazil@bellsouth.net">lbrazil@bellsouth.net</a></p> <p>Any contributions to the news-letter are greatly appreciated. If you have articles, graphics or funny anecdotes, please call Lance Brazil at (904) 247-1030 or email to lbrazil@bellsouth.net by the 22<sup>nd</sup> of the month prior to publication.</p>	<p><b>Monthly Reminders</b></p> <p><b>Pub club meeting</b> <b>December 5, at King's</b> <b>Head Pub on US1</b> <b>5 miles north of</b> <b>St. Augustine</b></p>

Join the Triumph Club of North Florida  
If you're interested in Triumph cars, You should be a member of TCNF. The benefits are outstanding, a monthly newsletter that is entertaining as well as informative with free ads to members, monthly events, rallies, shows, picnics, tours and camaraderie with fellow enthusiasts...

**Membership Application/ Renewal**

\_\_\_\_\_ (Please Print) \_\_\_\_\_

New \_\_\_\_\_ Renewal \_\_\_\_\_ Car Information

Year Model Comm #

Name \_\_\_\_\_

1. \_\_\_\_\_

Spouse \_\_\_\_\_

2. \_\_\_\_\_

Address \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

5. \_\_\_\_\_

Home Phone ( ) \_\_\_\_\_

Please circle interest

in:

Work Phone ( ) \_\_\_\_\_

Tech Sessions

Autocross

Email Address \_\_\_\_\_

Social Events

Tours

Fun Rallyes Car Show

VTR Member? Yes \_\_\_\_\_ No \_\_\_\_\_

T-S-D Rallyes Races

**The English Garage**

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**Jacksonville, FL 32216**

## President's Corner

Hello everyone.

The weather in the month of November was perfect. If the days were not cool, they were warm. Perfect top down driving conditions. And No rain. My yard is complaining, but I am not, I'll give it a drink every now and then.

December brings us to the last month of the year. We have a Christmas party that being planned for us and I encourage everyone to attend.

Our club membership extends from Palm Coast to Brunswick, Ga, out to at least MacClenny, so anywhere near the middle is considered a central location.

Bring your thoughts and ideas with you, as well, so that we can get a jump on some event ideas for next year.

See you at the Christmas party, with your event ideas.

*Walt*

## Annual Dues

It's that time of year again. Annual membership dues. Save money and pay early.

- Pay by January 1st \$15
- Pay by February 1st \$20

After that time dues are: \$25

## Christmas Party

**Saturday, December 18 @ 5pm**

The Christmas party this year will be hosted by Wayne and Annmarie Brooks. Directions below.

**768 Blackmoor Gate Lane  
St Augustine  
In the Royal St Augustine Golf Club**

### **From 95 north or south:**

Take the exit for rt. 16 east (it is the exit for the outlets.)

About 4 miles take a right into Royal St Augustine.

Then take first right onto Blackmoor Gate Lane.

768 is on the right

### **From Rt. 1 north or south:**

Take rt. 16 east.  
(look for a Walgreens and CVS.)

Go through 3 lights.

Just past a little strip mall take a left into Royal St Augustine.

Then take first right onto Blackmoor Gate Lane.

768 is on the right.

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## THE OTHER TRIUMPH, THE SURVIVOR!

### Part One, Coventry Triumphs - Charles Fenwick

To be present at the birth of Triumphs, we must accompany Siegfried Bettmann, a German, who at the age of 20 arrives in Coventry England. In 1884 he starts S. Bettmann & Company Import / Export Agency .

The London based company sells bicycles manufactured in Birmingham England along with German made sewing machines and other German manufactured goods. In 1886 Bettman renames the company "The Triumph Cycle Company" as he believes Triumph is a word easily understood in most languages.

1887 is a turning point for the company registered as New Triumph Co Ltd. It changes to "Triumph Cycle Co Ltd" with shares underwritten by Dunlop Tyre Company. Maurice Schulte, a German engineer joins the company as a junior partner. He convinces Bettmann that the company should manufacture their own products rather than sell those of other companies. In 1889, bicycle manufacturing starts and the company headquarters moves from London to Coventry.

In 1902, the first Triumph motorcycle, known as Triumph No. 1 and designed by Schulte, is produced.. He would have done this earlier, but the national speed limit of 4 mph was not repealed until this year; one year before Harley Davison starts producing motorcycles.

In 1905 the first all-Triumph motorcycles are produced and lay claim to being the first all-British motorcycle. This leads to another name change:"Triumph Engineering Co. Ltd.

Jump forth a decade and it is now 1915, and all production is for the war effort. Triumph produces over 30,000 Model H bikes for the allied forces, with 20,000 distributed to the U.K.'s military.

While the term "Trusty Triumph" had been used in advertising as early as 1910's, during the war soldiers called the the Model H motorcycle "Trusty Triumph" for its reliability. It is considered to be the first modern motorcycle

After the Armistice, Maurice Schulte leaves the company after a disagreement with Bettmann. The row stems from Schulte wanting to stop bicycle production in order to produce cars. However, Triumph does start producing cars in 1923 when Bettmann purchases the Dawson Car Company. The first Triumph car is an open tourer, Model 10/20, based upon the Dawson with 23.5 bhp four cylinder engine.

Another decade passes and in 1933, at the age of 70, Slegfried Bettmann retires. The following year sees another name change. The company is now known as Triumph Co. Ltd..

The short life of a consolidated Triumph motorcycle and car company comes to an end in 1936. Production of car and motorcycles are split into two separate companies. John Sangster buys the motorcycle works and changes the name to Triumph Engineering Company. Bettmann comes out of retirement to be the new chairman of the company.

World War II begins in 1939 and 1400 motorcycles are requested for the war. Meanwhile, Triumph cars goes into receivership. T.W Ward, an internationally known coach builder, acquires the company and places it under the charge of Donald Healey (later of Austin-Healey fame; he was the General Manger at Triumph Motor Co in 1931). The car plant in Coventry closes, never to be open as Triumph again.

In the summer of 1940, the German aerial bombardment of the United Kingdom begins with, London, followed by Coventry and Birmingham. On November 14, 1940 the Blitz of Coventry begins. As we shall see, it would be bring forth a new era in the history of Triumph motorcycles.

A short video history.

<http://www.youtube.com/watch?v=xXsipYE3jPo>



**1914 Triumph Motorcycle** - This Motorcycle cost £65, which was 10£ more than the basic model because it has a Stumey Archer 3-speed gear hub in the back wheel. During the early part of the First World War these motorcycles were used by many Allied soldiers on the Western Front. Beside it, is a 1912 Triumph bicycle.



**1934 Triumph Gloria** – a True Triumph. First produced in 1933 and stayed in production until 1938. It had a 4 cylinder, 1087 cc engine with overhead intake valves and side exhaust valves. The Gloria was fitted with primary / secondary carburetors and hydraulic brakes. All pre war Triumphs cars were very well made and were fitted with quality materials including instruments. These Triumphs were very pleasant vehicles to drive.

## 'Twas the night before Christmas

'Twas the night before Christmas, and out on the street Sat my poor little TC, all covered with sleet.  
The starter was frozen; the battery dead. And clusters of icicles hung from the head.  
Mama with the cables, and I with the crank Were trying to start it, but drawing a blank.  
The best we could raise was a weak little clatter, And we couldn't determine just what was the matter.  
When what did our wandering eyeballs perceive, But a fat little man you just wouldn't believe.  
His cap was made of a bundle of wire; The tails of his coat were crackling with fire.  
His eyes were like light bulbs (and one didn't work); A glowing face with an electrical smirk!  
He was so badly wired that I knew in a wink that this poor apparition was from Lucas, Inc.  
He opened the bonnet and started to poke, Thus causing a short and a cloud of blue smoke.  
He crackled and sizzled, and giving a zap, He fractured the gol' darn distributor cap.  
He walked to the back, and giving a thump, He boogered the points on my old fuel pump.  
And laying a finger alongside of his nose, He sizzled away, while the two of us froze.  
He sprang to his car in a move oh-so-smart, We almost expected the darn thing to start.  
The starter turned over; the engine roared out, And over the clatter we heard Lucas shout:  
"Out, Healey, out Jaguar, out MG and Sprite, Out Lucas Ignition, this cold winter's night!"  
And we heard him exclaim, as skyward he roared:  
"So long, crazy Yanks! I'm powered by Ford!"

Reprinted from *The Dipstick* Newsletter of **Tidewater MG Classics Car Club**



## Results from British Car Classic XXII Held October 2, 2010 at the King's Head Pub, St. Augustine

1950 & Earlier	1st place	1949 MGTC Neil Nelson MG Classics	1977 - 1980	1st place	1980 Spitfire Lance Brazil TCNF
	2nd place			2nd place	1979 MGB Richard Marquis MG Classics
1951 - 1955	1st place	1952 MGTD John Lovejoy MG Classics		3rd place	1978 Spitfire David Finkelstein TCNF
	2nd place	1953 MGTD Bernie Savoie MG Classics			
1956 - 1960	1st place	1959 MGA Bob Wrenn MG Classics	1981 - 1990	1st place	1983 Lotus Espirit Gene Troutman
	2nd place	1958 TR3A Tony Cascio TCNF		2nd place	1982 Jaguar XJ6 Mike Collins
	3rd place	1959 MGA John Leenhouts MG Classics		3rd place	1984 S2000 Bob Phillips
	4th place	1958 AH 100/6 Dyaarl Anderson			
	4th place	1959 TR3A Ron Watz TCNF	1991 & Later	1st place	2004 Lotus Espirit Frank Kleiner
	(Tie for 4th)			2nd place	2001 Lotus Espirit C J & Erin Eiras
1961 - 1965	1st place	1965 MGB Jeff Sager MG Classics		3rd place	2006 Lotus Exige 5 Todd Tetterton
	2nd place	1965 TR4 Cam Anderson TCNF		4th place	1996 Jaguar XJ6 Tisha Horandan
	3rd place	1965 Jag XKE Harold Kelly			
1966 - 1970	1st place	1967 Sunbeam Tiger Bud Elliott	Race	1st place	1959 TR3 Mark Steiger
	2nd place	1966 AH BJ8 Lony Taylor			
	3rd place	1966 AH BJ8 Andy Sanfilippo	Best MG		1949 MGTC Neil Nelson MG Classics
	4th place	1967 AH BJ8 Tony Martini			
	4th place	1968 TR250 Kim Dyson	Best Triumph		1974 TR6 Stan Kinmonth TCNF
	(Tie for 4th)				
1971 - 1973	1st place	1971 MGBGT Gary Whiting	Best in Show		1949 MGTC Neil Nelson MG Classics
	2nd place	1972 MGBGT Jim Hall MG Classics			
	3rd place	1973 TR6 John Popp TCNF	George Osmundsen Award		1960 Austin Healey Hugh Moore
1974 - 1976	1st place	1974 TR6 Stn Kinmonth TCNF			
	2nd place	1974 MGB Ed Fairbanks			
	3rd place	1974 MGB John Clifton MG Classics			