

TRIUMPH CLUB OF NORTH FLORIDA

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Triumph Club



Of North Florida

12036 Royal Fern Lane.

Jacksonville, Fl. 32223



VITESSE SPORTS 6 - My First Triumph - page

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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.

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Coming Events

January 10th - Monthly Club Meeting - 1:00 PM at Seven Bridges Cafe. Bring your TR. Officers come early

February 11th - Club Meeting at Copper Top Restaurant at 6:30PM

February ?? - Officer Planning Meeting TBD

March 6th - Club Meeting at Kings Head Pub at 1:00 PM

April 9th - Club Meeting at Black Sheep Pub, time TBD

NOTE:

There are still shirts and hats at GREAT prices - better get ready for summer now. Call Gerry.

Member Help Groups

Wiring Problems

Charles Fenwick
Lance Brazil

Polishes, Waxes, Finishes

Lance Brazil

Vintage Triumph racing

Don Marshall
904-259-9668

If you would like to volunteer to help other members with problems on their cars, let us know and you and be listed here.

President's Corner:

Our first meeting/lunch of the year will be at Seven Bridges just off of Southside Blvd on Gate Parkway at 1 PM this Sunday. Weather permitting, will be eating outside in seeing distance of our British Cars. I ask all officers arrive 15 minutes early.

Tech Session: Winter

January 16, 2016.

10:00 AM

2461 Ridgecrest Ave., Orange Park

Finally got my spitfire engine back from the machine shop last month. I am going to let Dean Layton put the engine back together with me passing the tools and the parts. For those you never put a engine back together and think one day them may give it a try please come out.

I will walk Dean from all steps from using Plastigage (use for checking clearances on rod and main bearing) installing pistons and rings, measuring thrust washer fit, and timing the engine. The Spitfire and Tr-6 engine share common parts and design.

Will start at 10 AM at 2461 Ridgecrest Ave, Orange Park FL 32073 (about four miles South from I-295 on Bland Blvd, right on Ridgecrest (Shell gas station)).

Charles cell is 904-505-1071

My First Triumph: Vitesse

While the picture on the cover is not my Sport 6, it looks very close to the sort of white convertible I had from 1965 till 1974. I had been having a string of issued with my first car, a 1955 Nash Rambler Station Wagon (don't you think that is just want every 17 year old longs for in high school - a station wagon?), when out of the blue, my dad comes home with this new small sports car.

He got home and just sat in the driveway honking the horn (compared to the Rambler - not much of a horn at that), till I came out to see what yahoo was just honking their horn instead of coming up to our door like southern gentlemen were supposed to do.

Well it defiantly was a surprise for me. So you know, this was way out of typical range for

my Dad, so my first thought was that my Dad wrecked the Rambler taking it in for service and just had to get me something to make up for it. But he said that this new car would be safer and get better gas mileage too. I just think he kind of liked it.

Now I know what you are thinking - what Dad in 1965 would voluntarily get his 17 year old son (that is a high school student you know) a sports car. Yes it wasn't a high powered car and top speed was well under many US models that kids were driving, but , but, well, who was I to question my Father.

I did enjoy the Vitesse - Spots 6. While not a fast car, it was a blast to drive, made all the right noises and could handle a curve OK. All in all, it was a good car with nominal maintenance cost. Other than the burned valves due to using high test American gas from a neighbor's station that we all bought gas from, which was no lead. Learned that one the hard way - takes a lot of lawns to get new valves in 1967. (Not sure there are enough lawns in town today for that).

At summer brakes from Georgia Tech, I would have to pack everything I had into the old girl, and I got very good at that. You could not see out the back and almost punched a hole in the soft top a couple times too, but the Triumph just always got me home. It was, in fact, a very reliable car.

It did get my first ticket - no not for speeding (I was careful - and it really wasn't that fast anyway), but sometime the gas gauge would not work right, and I did run out of gas while going to the Chattahoochee River for tubing one hot Spring day and got a ticket for parking on the right-of-way. My girl didn't believe me either, till she had to carry the gas can back to the car. (I wonder if she was actually disappointed - yeah right, wishful thinking.)

Finally, when I was working on construction projects and moving around a bit, with the Vitesse somewhat neglected in my sister's garage in Atlanta, and needing quite a few repairs, I was talked into selling it to my Brother in law's brother, who was then 18. A few months later he traded it to another friend, who promptly wrapped it around a tree, so my first Triumph was / is no more.

Can't tell you how often I wished I had kept her. Easy to work on, simple and great fun to drive. Oh well.

From time to time, I do look for one like it, and almost found one last year, but then where would I put it. But then again- why would that stop any of us - if we found the right Triumph. Steve Arrington

Triumph Vitesse - Sports 6, from Wikipedia

The **Triumph Vitesse** is a compact six-cylinder car built by [Standard-Triumph](#) from May 1962 to July 1971. The car was styled by [Giovanni Michelotti](#), and was available in saloon and convertible variants.

The Vitesse name was first used by Austin on their 1914–16 Austin 20 (hp) and 30 (hp) Vitesse models, this was followed in 1922 by G. N.(Godfrey & Nash) on their GN Vitesse Cyclecar, and then by Triumph on a car made between 1936 and 1938.

After the last Triumph Vitesse was made in July 1971.

The Triumph Vitesse was introduced on 25 May 1962, re-using a name previously used by the pre-Second World War Triumph Motor Company from 1936–38, and was an in-line 6-cylinder performance version of the [Triumph Herald](#) small saloon. The Herald had been introduced on 22 April 1959 and was an attractive 2-door car styled by the [Italian](#) designer Giovanni Michelotti. Within 2 years, Triumph began to give thought to a sports saloon based on the Herald and using their 6-cylinder engine. Michelotti was again approached for styling, and he came up with a car that used almost all body panels from the Herald, combined with a new front end with a slanted 4-headlamp design.

Standard-Triumph fitted a 1596 cc version of their traditional [straight-6](#) derived from the engine used in the Standard Vanguard Six, but with a smaller bore diameter of 66.75 mm (2.628 in), compared with the 74.7 mm (2.94 in) bore on the Vanguard, equipped with twin [Solex](#) B32PIH semi-downdraught [carburettors](#). These were soon replaced by B321H carburettors, as the accelerator pumps proved a problem. The [gearbox](#) was strengthened and offered with optional Laycock De Normanville 'D-type' [overdrive](#) that offered a top gear with a 20% higher ratio (the equivalent change from 3rd to 4th in a standard box), giving more relaxed and economical cruising at the expense of slight oil drag from the pump in the overdrive unit. The rear axle was changed to a slightly uprated differential, but retaining the same 4.11:1 ratio. Front [disc brakes](#) were standard as were larger rear [brake drums](#), and the Herald fuel tank was enlarged, retaining the handy reserve feature (essentially a curved pickup pipe that could be rotated to dip into the last few centimetres of fuel). The front suspension featured uprated springs to cope with the extra weight of the new engine, but the rear suspension was basically standard Herald—a [swing-axle](#) transverse-leaf system which proved inadequate for the Vitesse. The chassis looked similar to the early Heralds but in fact was substantially re-designed and strengthened, especially around the differential mountings (and these improvements were immediately passed through to Herald production). The Vitesse was available in [convertible](#) and [saloon](#) forms. The interior was much improved over the Herald; wooden door cappings were added to match the wooden dashboard and the car featured better seats and door trims.

Wheelbase	91.5 in (2,324 mm) ^[1]
Length	153 in (3,886 mm)
Width	60 in (1,524 mm)
Height	52.5 in (1,334 mm)
Curb weight	2,072 lb (940 kg)

The following is from Hagerty's News

Manufacturers' heritage operations will increase.

Jaguar, Porsche and Mercedes-Benz are leading the way with heritage operations. They have realized that there is money to be made from their back catalogue, and it could even help them sell modern cars. Others will surely catch on. We expect to see more 're-releases' in 2016, following Jaguar's success with the Lightweight E-Type.

(Could this mean BMW will do something with Triumph?)

The main market will slow and some values will fall.

The overall market will continue to grow but (other than the top end) most increases will be at a slower rate. The Hagerty Classic Index showed a rise of 2.8% in the last quarter of 2015, and although things will probably pick up a little in the Spring, we're predicting a rise of about 4% in Q1 2016. Rising prices saw some models flood the market: post Enzo era Ferraris are a good example. We think this will drive prices down- watch Testarossa values over the next few months.

‘Bargain’ cars will increase most.

They are still there: Jensen Interceptors are surely undervalued, and we’ve been saying Maseratis are worth more than they achieve for ages. At the moment advertised values vary wildly. Surely 2016 will be the year that the market works out how to properly value these cars?

The term ‘classic car’ will continue to become more ambiguous.

Gone are the days when a classic car was something over 40 years old. Now people consider all sorts of vehicles a ‘classic’ whatever the age. Hagerty like the term ‘cherished cars’ for this reason: if you drive it infrequently (not as a daily driver), keep it properly protected and love your vehicle, then we’re interested, whether the car was built in 1900 or 1999.

WHAT IF ??

Member Ideas

Most of us have several books on Triumphs, other cars and sports car repair and other related activities. And many of us would not have a problem loaning these to other TCNF members for a one month period. There are other clubs that do this as a help to members.

I would like to know if there is interest in our club to start such a service? Please let me or Charles know. Thanks.

Have another idea - send it in.

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

Email Address _____

Social Events

Autocross

Tours

Fun Rallyes

Car Show

T-S-D Rallyes Races

VTR Member? Yes _____ No _____

Make your \$25.00 check payable to:

TRA Member? Yes _____ No _____

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