

TRIUMPH CLUB OF NORTH FLORIDA

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December 2015

Triumph Club



Of North Florida

12036 Royal Fern Lane.

Jacksonville, Fl. 32223

2015 ? STAG - DEDICATED & COMITTED - 100%

story on page 4



Notify Norm Reimer of address changes at (904) 246-6044 or email to "suenorm@comcast.net"

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

President:

Charles Fenwick: (904)-505-1071 charlesfenwick@bellsouth.net

Membership Secretary:

Barry Northway (904)-473-5773 trdriver.bn@gmail.com,

Secretary/Treasurer:

Norm Reimer (904) 246-6044 suennorm@comcast.net

Events Coordinator:

Cam Anderson Cam1416@gmail.com,

Newsletter:

Steven Arrington (904) 262-7071 arringtonsp@att.net,

Lance Brazil (904) 860-6799 lbrazil@bellsouth.net

Board Members at Large:

Jerry Popp (904) 287-1891 geraldjpopp@bellsouth.net

Walt Lanz (904) 641-4089, C-631-8395; jaxwalt@gmail.com

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.

Coming Events

December 12th - Cars and Coffee at Times Union Building -8-11AM

December 12th - Toys For Tots at FSCJ Downtown Campus - a FCCC event

December 26 - BOXING Day - **Holiday Dinner** - at Kings Head Pub at 6PM

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

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

President's Corner

The November Meeting/Movie night at the Kings Head British Pub turned into a tech session with the rescue my son's Spitfire. It flamed out about 8 miles away. I picked up my son and continue the meeting. Cam, Steve, Charles and I returned to the Spit, tighten the fan belt and a jump start its was on its way again. However ended up changing the alternator before returning home. At the meeting, we discussed the Christmas party. Based upon the turnout for Movie night it was decided to have it on Boxing Day which is celebrated at the Pub on the 26th at 6 PM. Our next meeting will be this Sunday at the Pub. At this meeting, would like to write out a planning schedule for the next 3-6 months.

Steve, Don and I finally went to Gateway Rifle and Pistol for some much needed target practice. It also gave us an opportunity to shoot others pistol and rifles for comparison. We plan to go again. Anybody else like to go with me (limited to two guest contact me at charlesfenwick@bellsouth.net. (It's an outdoor range with members only areas that you do not have deal with someone shooting a cannon beside your ears).

Charles L. Fenwick. Jr.

America Can Rest Easy

with these guys at the ready - Well, as long as you point us in right direction.

Charles Fenwick took TCNF members Steve Arrington and Don Marshall to the Gateway Gun Range on November 6th. First, we all came back with no holes in our shoes and most shots on target. Shot groups were actually not bad at all. Charles has offered to take other members to Range (2 at a time) at later dates. Contact Charles if interested.



2015 Stag

Well this Stag might as well be a 2015, as all running gear is brand new and well, all of it looks brand new too.

I've thought my Stag was the only one in the North Florida Region for a bit now, but a couple months ago I noticed a Stag in the register of the Stag Club of USA. I contacted the owner and we exchanged several emails about our cars. Mark Hamrick has a permanent residence in NEFL, but is working in Tallahassee and that is where to car is now. He recently completed work on bringing this car back to road worthiness Plus status. No, this is not a full original version, as he wanted to have this fine car as a daily driver. And we all know that that is somewhat rare with the Stag.

This Stag has been over there (Tallahassee) for 6 years while Mark worked on it with friends and family making it what he wanted.

Car is Sapphire Blue, Blue/Gray interior, and navy blue mohair soft top. The car is a totally modern 1973/2015 Stag.

It is completely restored beyond new but has corvette engine, rear end and transmission

First picture (on cover) is the first show that Mark took his Stag to.

Second picture (below left) is from the recent Fathers day show that they attended. Mark's Dad owns the yellow 73 Stag (all original), won Concours in class at 2014 Nationals in Dobson, Mark's car, and both of his Dad's 1959 and 1960 TR-3s.

3rd picture is some of the last engine updates before finishing his car. It took 6 years to totally take the car down to nothing and start back .



The paint and interior work are extremely well done. And with the corvette engine, the power to weight ratio must be awesome. Mark has done a great job on his Stag and I for one will be excited to see this car in the next British Car Classic - hope you can make it Mark. (cont on page 5)

Stag in garage with soft top cover up and below showing bit of the interior



Steve Arrington

The Lady and the Car

What a wonderful story!

A CAR SALESMAN'S NIGHTMARE!

**She will not buy a new car until she has worn her old one out and it is still
in new condition - after all it is only 84 years old
(the car that is, oh the lady.....she's 101!!!).**

This lady's car is a 1930 Packard.

What a pleasant and spry lady she is!

**Take notice in the video that she lays a shop rag on the running board to
step**

**onto when she gets in and out of the car. Then after she is in the car, she
leans**

**all the way down to the running-board to get the rag. She is in great physical
and mental shape for her age. The car is not bad either!**

**Click on the link below to view this beautiful car and listen to this
wonderful,**

seemingly ageless lady.

http://www.youtube.com/embed/qxCpK1W_Gjw?feature=player_embedded

Story sent in by Walt Lanz

Asking members to send in their favorite web sites, blogs and info sites. I would like to start a list of those recommended by our members. Charles had asked for sites to get parts etc., so please send in a few next month.

IT CAN TAKE A WOMAN TO MAKE THINGS HAPPEN

HISTORY OF THE CAR RADIO

Seems like cars have always had radio's, but they didn't.

Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current.

But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it.

That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression --

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie -- for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world.

And it all started with the car radio.

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that.

But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all,

the Lear Jet,

the world's first mass-produced, affordable business jet.

(Not bad for a guy who dropped out of school after the eighth grade.)

*Sometimes it is fun to find out how some of the
many things that we take for granted actually
came into being!*

AND

It all started with a woman's suggestion!!

Story sent in by Walt Lanz

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

VTR Member? Yes _____ No _____

T-S-D Rallyes Races

TRA Member? Yes _____ No _____

Make your \$25.00 check payable to:

Triumph Club of North Florida,
c/o Norm Reimer,
1409 Forest Ave.
Neptune Beach, Fl. 32266