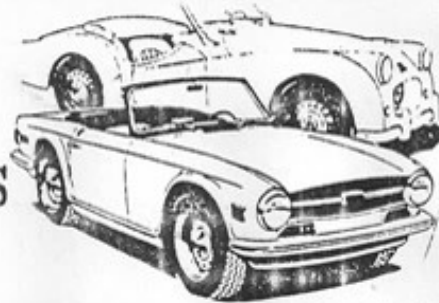


THE TRIUMPH TIMES



Vol. 1, #1

TRIUMPH CLUB OF NORTH FLORIDA

December 1988

FIRST TRIUMPH CLUB OF NORTH FLORIDA SOCIAL PLANNED FOR EARLY JANUARY!!!

The Triumph Club of North Florida is off and running! We have had a total of 54 individuals who have attended one of our first two organizational meetings, we have a club roll and are ready to start operations!

Our first event will be a social for members and their spouses (or "best friend," whichever) for a barbeque chicken and covered dish picnic along with our first "concours" auto competition. WHEN: JANUARY 8 - SUNDAY TIME: 2:00 p.m.
WHERE: LORETTO ELEMENTARY SCHOOL (see map)

Loretto is a gorgeous setting under huge spreading century oaks, with a great cafeteria/auditorium where we can party and watch films. THERE WILL BE SEVERAL SCRUMPTIOUS SHOW CARS up for the party from the CENTRAL FLORIDA TRIUMPH REGISTER club from Orlando -- to show us how good our cars may look down the pike!

REMEMBER - THIS WILL BE A PARTY AND PICNIC. A \$2.00 DONATION COVERS THE BARBEQUE CHICKEN AND DRINKS. EVERYONE NEEDS TO BRING A COVERED DISH OF SOME KIND - (Beans, Slaw, Salad, Dessert, Etc.) SO COME, WHETHER OR NOT YOUR CAR IS PRESENTABLE!

This is intended to be a "compulsory" club kick-off event, with all persons intending to join planning to be present. WE WILL COLLECT DUES FOR THE YEAR AT THIS "COMPULSORY" PARTY. (Dues will be \$20, paid annually during January. Those who have already paid are PAID UP for the coming year.) Make your check out to the TRIUMPH CLUB OF NORTH FLORIDA.

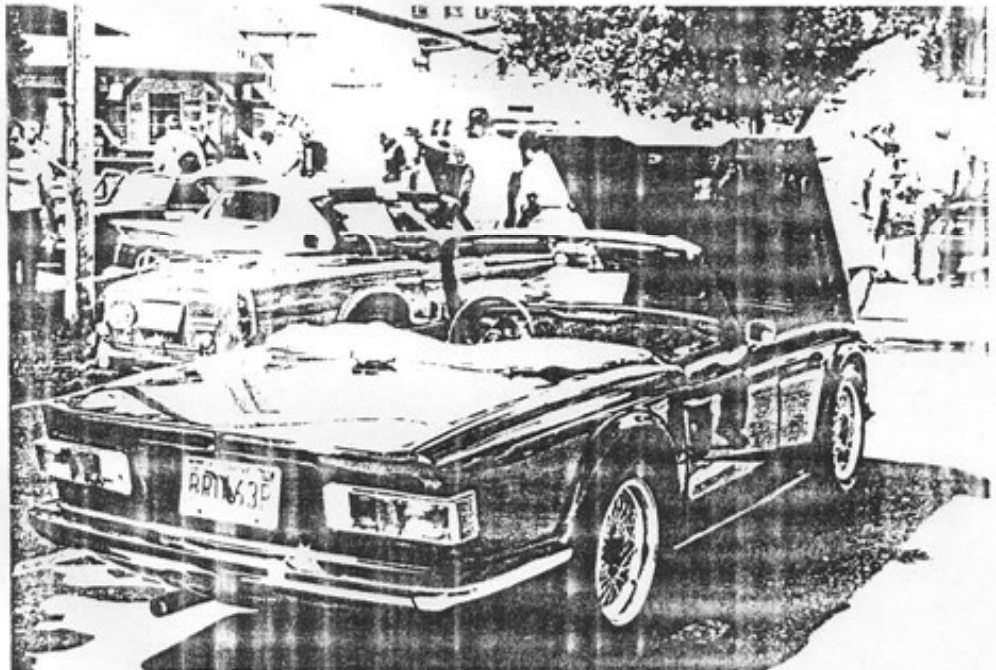
VINTAGE TRIUMPH REGISTER REGIONAL MEET - SEBRING, FLORIDA - OCTOBER
1988

Owning a Triumph sports car is in some respects like owning a "time machine," and what better place to be transported than to the sports car Mecca of the 50's, 60's and 70's, home of the most celebrated American sports car race track - SEBRING, Florida! That's exactly what a corps of our club members did, to attend the Vintage Triumph Register Southeastern Regional Meet.

This fabulous TRIUMPHEST was almost more than the senses of a TRphile could withstand. I will not go into great detail, because if you missed it, there is no way to get it back. You simply have to plan to make it to the next reasonably close national scope Triumph meet, such as that rumored to be slated for Savannah. WE WILL HAVE PICTURES AND VIDEOS AT OUR JANUARY 8 MEETING OF THE SEBRING EVENT!!

In the meantime, JOIN YOUR NATIONAL LEVEL CLUBS!! All Triumph owners should belong to the Vintage Triumph Register (VTR), which serves all Triumph Marques - and in addition, all TR-3 owners should also belong to TRA (Triumph Register of America), which is dedicated ONLY TO TR-3s.

The newsletters, magazines, technical information services are increasingly valuable, and there is no thrill greater than spending a weekend in the midst of Triumphs of all colors and conditions at a national or regional meet. As an active Triumph club, we will want to become an accredited chapter of both VTR and TRA, which means that we will NEED your membership in those organizations. (Application forms enclosed)



PACE'S PRONOUNCEMENTS (Editorial opinions, advice, prejudices)

So far, this has turned out to be a TR-6 club! There have been ONLY TWO TR3's of members' cars that have attended a meeting; and only one TR-4. THIS HAS GOT TO STOP! I know personally of several TR-3 owners who have got to get their priorities straight, get off their mules, and get their cars ready to go!! We don't care if they look rough, we just want them to run, and get to the meets! If you can't or won't do the work, then it is your obligation to set aside or borrow the money to take the car to your favorite shop, and drop the necessary resources to get the job done NOW! It is a big responsibility owning one of these rapidly disappearing national resources, and you are lucky to be blessed with the stewardship of owning one. Live up to your responsibility, and GET that car running! The next time I come to your house and find your TR-3 covered with 1/16" of dust with four flat tires, I am going to call the environmental protection agency or even go straight to Charles Runyon. That's a fact, Jack, so you better get hopping! If you haven't made serious concrete plans by our January meeting, you can expect to be the subject of some serious harrassment!

To belabor the point, how can we have the most elemental club event, a concours or road rally - if there is nothing in the line up but TR-6s? Please - make a list RIGHT NOW of what you have to do to get your car going and at least decently presentable, make up a PERT CHART of time and cost, and RIGHT NOW contact whomever you need to make arrangements for needed services. What good is your car to you if you can't DRIVE IT???

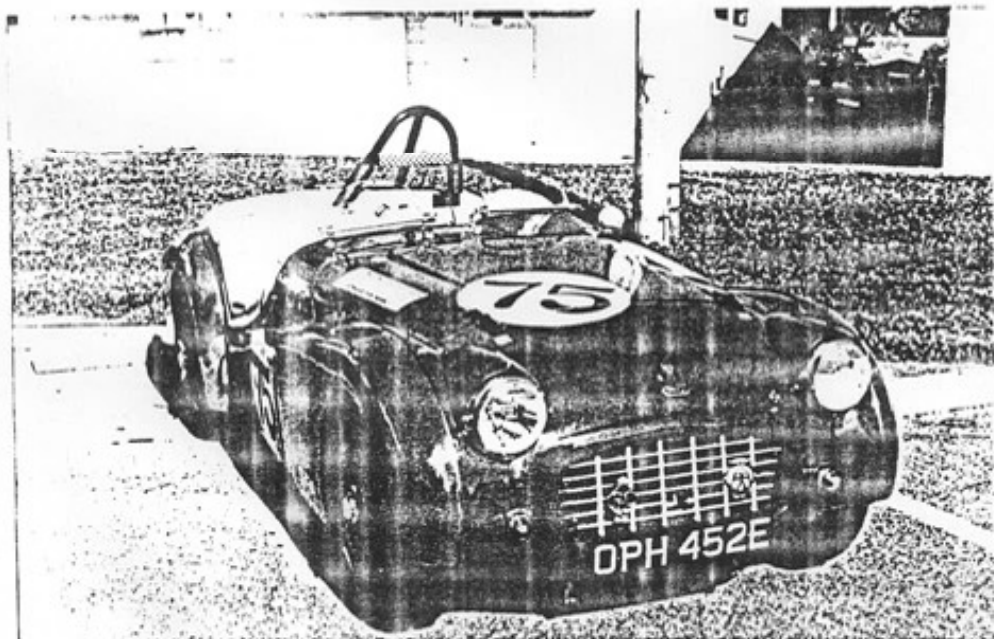
We are very thankful that two female owners of excellent TR examples other than TR-6 have attended our meetings and shown their cars. Lyn Newman is the owner of the '63 immaculate black TR-4 with the white dash that has graced our meetings, and Doris Guy, whose TR-3 has stunned admirers with its unusually roadworthy appearance and compelling aircraft color at both meets. Other than Mr. Watts' TR-4 project car and Matt Rund's powder blue '59 TR-3, that's the story of the more "Vintage" Triumphs appearing at our meets. We do know that Ron Dugan has a show-worthy TR-3, but has been unable to attend either meeting - and Mr. Frank Hughes owns a beautiful TR-3 that he bought new that we are looking forward to seeing at our next meet. So, our priority for the coming year is to get the TR-3's on the road!!

One of our chief functions as a car club is to share information about parts and services. As for SERVICE, we presently have three known British car specialists, and are anxious to share information of others as we learn of them. Actually there are four, if you count "FIRST FLOOR," down off Riverside Avenue which also caters to exotic imports. The three are:

1. Dewey Miller at IMPORTS UNLIMITED on Mayport, just after you turn north off Atlantic Blvd. 246-4246. We have heard, "Experienced, dependable."
2. Al Clemens, SUPERIOR IMPORT SERVICE on Phillips Hwy., 731-4489, of whom we have heard "great diagnostician, goes right to the trouble," and
3. Norman Freeman at BRITISH SPORT SPECIALISTS - just off Beach Blvd., 642-0282, of whom it is said, "Expensive, but excellent." I personally have heard nothing unfavorable about any of these three, although IMPORTS UNLIMITED seems more conscious on price limitations of Triumph owners. We do not make recommendations, just pass on what we have heard. YOU TELL ME when you have a good experience or bad. Call me at 777-0600 when you have an experience with your Triumph.



SAMPLE OF THE CARS AT
SEBRING!!!



FOR PARTS & ACCESSORIES

There are three main sources. The one we recommend, of course, is "THE ROADSTER FACTORY" in Armagh, Pennsylvania.

And here are our reasons: (1) They provide the major amusement at Triumph regional and national meets, primarily by loading a full stock of all sorts of parts and goodies into a very big truck, and hauling all that stuff to the site, rent a large hall, and set up a TRIUMPH PARTS AND ACCESSORIES STORE right there! You get to meet and talk to the people you do business with, and have a personal relationship with them. You might also know that THIS IS THE ONLY PARTS HOUSE THAT DEALS SOLELY WITH TRIUMPHS!! And when you call on the phone, you get through to a Triumph parts specialist, not a \$3.45 per hour bimbo who doesn't know a cotter pin from a steering wheel. Besides that, Charles Runyan, the proprietor, has a personal advocacy for Triumph automobiles, collects them, studies them, and identifies their major needs. He and his staff are constantly working to reproduce parts and trim for all Triumph cars.

Call 814/446-4444 (average four tries before getting through) - busy!!
or write for a catalog specifically for your type of Triumph at:

THE ROADSTER FACTORY
P.O. Box 332, Killen Road
Armagh, Pennsylvania 15920

As for the other two - BRITISH VICTORIA in Kansas has in the past given satisfactory service, and has recently come down on their prices into the range competitive with the Roadster Factory. Their stock doesn't move as quickly, so you can sometimes get an out-of-stock part that you need in a hurry. Also, they have an 800 (free) phone number, and it is frequently not busy even the first time you call. The number is 1-800-255-0088.

As for MOSS MOTORS in California, they do O.K. if you don't mind returning the wrong part you didn't request on about one out of three orders. As for my own personal record with them dealing in Jaguar parts, they have performed perfectly: eleven orders sent, eleven orders screwed up. Sometimes, however, they send you unsolicited and unbilled parts free of charge because someone happened to have the part in their hand when they made up your order. I have heard of others receiving better service than I. However, prices are higher on perhaps a third of their parts, and you have to pay shipping all the way from California.

THERE IS A FOURTH, TRIUMPH SPORTS SPECIALISTS, in California. Avoid any dealings! I can't put in print what they did to me, and in a calculated, premeditated manner. Just don't ask.

TR-4 "JUNKER" ROARS TO LIFE!!

All of you at our first or second organizational meeting saw the junk heap TR refugee towed to the meeting by our friend George Watts - you remember, the one in primer and rust with the Astroturf carpet over the dash? Remember, I (B. Pace) had bet Bill Wilkinson from the Central Florida Triumph Club 50c that it WOULD start? This was our "after meeting" tech session for those who stayed for it, to see if we could bring a previously untried junk car to life, after it was obtained by being abandoned. Opinions on prospects for getting it started differed. Most thought it was funny to even attempt it. However, as it turned out, George had failed to bring a battery, and we never got the car to turn over with enough force to fire it up. Wilkinson says I owe him 50c. I demur, contesting that I had made the bet under the assumption that we had the essential ingredients on hand and that lack of a battery didn't give it a fair chance to start. O.K. you guys judge: Next meeting George dutifully hauls the beastie back to the meeting, and it sits helplessly outside while we hold our meeting. This time, we have the renown Bob Gilbert, acknowledged authority in British iron to make sure that whatever happens, start or no start, it won't be from lack of expert analysis on hand. (Sorry Roy.) So, everybody stands around hulking over the carcass, while a couple of guys with Bob Gilbert make preparations to provide fire and fuel. Some of the crowd drifts away. "That damn thing will never start!" Over the shoulder, "Yes it will, I never ~~saw~~ a TR engine that was free that wouldn't start."

Ready. "Start it up!" Starter whirrs, grinds lustily - nothing. Try again, revving faster, again, one cylinder catches, two three, four, then that familiar TR exhaust note bursts to life, engine revs, sound of gas sucking into SU's, wind her up, the exhaust note echos off the building. It lives! Within that rusting hulk, a TR lives, just waiting for someone to enjoy, pamper, paint and pride. George Watts leaps around like a leprachaun, eyes shining in wonderment and excitement, incredulous. Lesson - never underestimate a TR.

Should Bill get the 50c, or should we call it a draw? Next plans for the rusting hulk - about ten guys at a spring meeting, are going to come with sandpaper, bondo, sockets and screwdrivers, a sandblaster and paint, and we are going to take off the four fenders, paint the car and put it back together - IN ONE AFTERNOON - just to show what the concerted effort of a few brilliant, enthusiastic guys can do to transform one junk heap destined TR. AND YOU WILL BE THERE!!

SEE PICTURE



CLASSIFIED ADS

FOR SALE

TR-4, 1962. Real nice, \$3,500. Call 246-4246

TR-6, 1976. Original paint, overdrive, new tires, clutch, universal joint, \$5,000. Call 246-4246

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