



# NEWS

Newsletter of Bay British Cars

## GOF-S Athens In Pictures

*Photos by Jan Schott*



**Lowys & Schotts**



**1950 MG TD Third Place**



**Charlie & Jan in Funkhana**



**MGAs**



**MG TCs**



**Midgets**



**MG TCs**

## BAY BRITISH CAR CLUB MEETING MINUTES

The November 1, 2011, meeting was called to order at 6:50 PM by BBC President, Greg Lyon, at Salty Sue's in Panama City Beach. There were twenty-five members in attendance and two guests. Charlie Schott, BBC Treasurer, reported a Balance: \$ 429.95. Expenditures: none Deposit: \$ 40.00 (two new members).

### Old Business:

- Three car shows were held during the month of August. Athens, GA, Fairhope, AL and Landmark Car Show in Dothan, AL. The members who attended these events shared information. Congratulations to Terry & Sandy Kent for their 3rd place award in Fairhope; Charlie & Jan Schott for 3rd place in Athens and Bob and Laurie Lowy for 1st place in the Funkhana in Athens.
- A lengthy discussion was held concerning our involvement with the Lisenby Nursing home for the holidays. A motion was made and seconded that the club repeat what we did last year by providing toiletries, snacks etc. This year we will be doing gift bags instead of baskets. Greg & Maria along with Ken & Christine have offered to supply the club with the necessary number of bags. A motion was made and seconded that the club also provide each resident with a pillow and a coffee mug with a top. Cash contributions are being accepted to offset the cost. Please send any donations to Charlie Schott (checks made out to BBC).

### New Business:

- Our December meeting will be our holiday party at Guy & Virginia Yorks. It will be a potluck. The club will be covering the cost of the turkey and ham. Greg will send out a sign-up sheet for items to bring. The holiday party will be on Saturday, December 3rd starting at 4:00pm. Greg will email a map with directions. We will be preparing the Lisenby holiday bags at the potluck, remember to bring any toiletries, snacks, etc. that you are donating for the bags.

- Discussion took place concerning the end of term for the current board. A motion was made and seconded that the offices of treasurer and secretary be combined. The motion passed. A motion was made and seconded for the following board to start their term as of January 1, 2012. President: Charlie Schott, Vice President: Bruce Allen, Secretary/Treasurer : Jan Schott

- Ken Waringa informed the club of a contact he received from the International Directory of British Cars inquiring about our club being included in their directory. The club members approved and Charlie will provide the necessary information.

- There will be two Formula I races in the United States during 2012. November, 2012 will be in Austin, TX and another will be in New Jersey. Ken & Christine, and Terry & Sandy are planning to attend the Texas race. If other members have an interest in attending this event please contact Ken : [kcwaring@yahoo.com](mailto:kcwaring@yahoo.com)

- Festival of the Nations will be held November 12th in Panama City. (10:00 AM - 5:00 PM) Ken is our contact person. If any member is interested in showing their car please contact Ken and he will get in touch with Dutch.

### Mark Your Calendar:

- Tallahassee car club meet and picnic - Wakulla Springs Park 11/5 BBC members wishing to attend meet at Sears 8:00 AM. Contact Terry for additional information.
- Moultrie , GA Automotive Swap Meet to be held Nov. 18, 19, 20 Check the website for additional information [www.moultrieswapmeet.com](http://www.moultrieswapmeet.com)
- Holiday Potluck - 12/3 at Guy & Virginia Yorks 4:00pm

Motion to adjourn: Bob; seconded: Chuck The meeting was adjourned at: 8:20pm.

Minutes submitted by Jan Schott

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## Fairhop British Car Festival - October 22, 2011

Photos by Ken Waringa



# THE OTHER TRIUMPH, THE SURVIVOR!

## Part Two, Meriden Triumphs

by Charles L. Fenwick, Jr and Charles L. Fenwick, III

We resume our journey through the years of Triumph motorcycles in the midst of Britain's darkest hour. As Prime Minister Churchill anticipated following the fall of France, "the whole fury and might" of the Germans is turned on the island nation.

London is the primary target for the German air force, with Coventry and Birmingham following due to their production of war materials. The Blitz of Coventry begins on the night of November 14, 1940. Over 500 German bombers were massed for this raid, the largest raid to date on England. The raid reached a new level of destruction that Joseph Goebbels later used the term Coventriert ("Conventrated") when describing the level of destruction on similar towns. Triumph's motorcycle works on Priory Street are destroyed. The staff manages to salvage tools and parts in a temporary location just to the south of Coventry, in Warwick, while a new factory is under construction outside the village of Meriden.

Production starts at the new factory in 1942. While producing other items such as 6 kilowatt auxiliary aircraft generators (based on a motorcycle engine) and other aircraft components, Triumph builds 49,700 motorcycles by war's end with 40,000 distributed to the military. After the German surrender, large numbers of motorcycles returned from the battlefield were brought back from the War Department to be reconditioned and repainted for civilian use.

In 1945, we observe that Triumph cars are now in the possession of Standard Motor Company with "Triumph Motor Company Limited" being one of its subsidiaries. The Triumph 1800 Saloon and 1800 Roadster are the first products offered.

1947 Triumph Roadster - The last British car to have a dickie seat in place where the boot would later be.

1946 marks the resumption of civilian production at the Triumph motorcycle factory. Two years later, Triumph manufactures its first trail bike, the 500 cc Trophy TR5, utilizing the aforementioned aircraft generator engines. As strange as this may sound, this repurposing was not unique; at this same time, Sochiro Honda uses U.S. Army generators attached to bicycle frames to make the first Honda motorcycles.

In the following year, Triumph releases another new model, the 650 cc Thunderbird 6T. Named after the Thunderbird Hotel in South Carolina, the moniker was tabbed by designer Edward Turner while visiting the United States (and it is from this motorcycle that Ford Motor Company would later appropriate the name for its popular automobile). The bike proves to be popular with police forces around the world due to its top speed of 100 miles per hour.

## THE OTHER TRIUMPH, THE SURVIVOR!

The 1950's are a very eventful time for Triumph motorcycles. In 1951, John Sangster ends his 25 year tenure as owner of the motorcycle producer by selling it to BSA. The United States becomes the largest market for Triumph. Harley-Davidson reacts with a complaint of "dumping" to the U.S. Tariff Commission. The adage that "any publicity is good publicity" proves to be true for Triumph as the company and its products garner more attention in short order. The following year Harley-Davidson is charged with restrictive trade practices.

In the 1953 film, "The Wild One", Marlon Brando stars, riding a Triumph Thunderbird.

In 1955, John Allen sets a speed record on the Bonneville Salt Flats on a 650 cc Triumph powered streamliner. The company continues to build on its racing reputation by introducing the 650 cc TR6 Trophy, built to American Motorcycle Association Desert Racing Regulations. It is considered to be the first true "American" Triumph.



1947 Triumph Roadster - The last British car to have a dickie seat in place where the boot would later be.

The Triumph Bonneville is introduced at the 1958 Earls Court Motor Cycle Show with its name referring to the aforementioned triumphant performance at the Salt Flats three years earlier. The company's Chief Executive, Edward Turner thinks it is a bad design and states "This, my boy, will lead us straight into bankruptcy courts". History proves his judgment to be in error on this point, as the motorcycle is destined to become one of the greatest of all time. (A side-note on the name: While General Motors had been quick to register the name Bonneville for its car in 1955, it was rather slow to bring forth a trademark challenge against Triumph, not doing so until 1992.)

The 1960's prove to be as notable as the previous decade. During this time, riders of Triumph motorcycles bestow the title "Prince of Darkness" upon Lucas Electrical due to the company's faulty electrical components and AC generators. In 1963, "The Great Escape", a film based on the true events described in the Paul Brickhill's book of the same name, is released. Starring Steve McQueen, a racer and fan of Triumph motorcycles, the film's signature creative liberty is McQueen's POW camp escapee character riding a Triumph TR6 and jumping a six foot barbed wire fence while being pursued by German soldiers. (Alas, it was not McQueen, but a friend of his, Bud Elkins who performed the fence jump). Steve McQueen also played the role of the German chasing him due to the German stunt riders were not as skilled as he. Due to the speeds desired for filming, Triumphs were used in lieu of the more historically authentic BMWs.

Steve McQueen chasing Steve McQueen: <http://www.youtube.com/watch?v=xZSTpk3IiA0>

We pause once more to note some corporate goings on. Standard-Triumph Group Car Company is taken over by British Leyland. Meanwhile, at the motorcycle company, Bert Hopwood, fresh off his resignation from the Associated Motorcycles, becomes Director and General Manager at Triumph. He conceives a three cylinder engine, which is subsequently designed by Doug Hele. This three cylinder engine becomes a trademark of future Triumphs. Their Japanese competitors are innovating as well. In 1965 Honda introduces the CB 450 Night Hawk, a motorcycle that is electric start and oil tight.

In 1966, Triumph enjoys further success on the track, with a victory in the Daytona 200, the company's first victory at Daytona International Speedway. The company celebrates by introducing the twin carburetor 500 cc Tiger 100 Daytona. That bike would net Triumph a second win at the Daytona 200.



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**Bay British Cars Meeting**  
**December 3rd, 4:00pm**  
**at**  
**Guy & Virginia York's**  
*Map to be emailed*



**Bay British Cars**  
Panama City, Bay County, Florida  
*Established April 2001*

**President**  
**Greg Lyon**

**Vice President**  
**Bruce Allen**

**Treasurer**  
**Charlie Schott**

**Secretary**  
**Jan Schott**

**Web Master**  
**Ken Waringa**

**Newsletterist's**  
**Pheona & Joe Kaiser**

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1968 sees the introduction of Triumph's new three cylinder 750 cc Trident T150. Honda answers with a four cylinder model, the CB750. During this time Triumph along with the rest of BSA, began to switch from British Whitworth threading for its fasteners to the Unified Fine thread (UNF) standard, a changeover which prove to be problematic.

Triumph notches further success on the track in 1969 with Malcolm Uphill riding a Bonneville to victory in the 1969 Isle of Man Touring Trophy race and averaging 99.99 mph. He defends his title with a victory in 1970 while riding a Trident known as "Slippery Sam". The name is not a reference to the bike's elusiveness on the track, but rather the bike's oil leaking tendencies!

Financial difficulties force Triumph out of racing in 1971. During the next year, 2000 BSA workers are made redundant, representing a 67% workforce reduction.

Money troubles continued in 1973 as the British government encouraged a merger with another motorcycle manufacturer Norton-Villiers. The new company is known as Norton-Villiers-Triumph with NV's chairman Dennis Poore at the lead. All references to BSA are dropped, bringing an end to the UK's greatest motorcycle company. In September, Poore announces the closure of the Meriden Triumph works effective the next February. Workers protest against their product being handed over to a rival and commence an 18 month "sit-in/blockage".

Due to the blockage, few motorcycles are produced in 1974. The Labour government allows the formation of the Meriden Motorcycle Cooperative. However, NVT continues to own the naming and marketing rights for Triumph motorcycles. In 1977, NVT goes bankrupt and those rights are sold to the Cooperative.

Triumph is seemingly suffering a slow death. A dearth of new models combined with intense Japanese cooperation shrunk the company's market share in the US and elsewhere. Regardless, the workers press

on, at times working without pay and during the winter, without heat. It is for naught, however, as the company goes into liquidation in 1983. A real estate developer named John Bloor, seemingly disinterested in motorcycles buys the land owned by Triumph for development, yet acquires the name and manufacturing rights as well.

In 1984, the factory is demolished for a new housing development. Despite the history of Triumph is not forgotten in Meriden as the names Daytona and Bonneville adorn street signs. Later, the Manor Hotel builds a "Triumph Bar" decorated with photos illustrating the high points in Triumph history.

At this point we rest before continuing our journey and discovering why, despite the seeming death in 1983, we refer to the Triumph motorcycle as the survivor.



*1977 Triumph Bonneville T140 - A special limited edition in celebration of Her Majesty The Queen's Silver Jubilee in 1977*