



NEWS

Newsletter of Bay British Cars

September Meeting & B-B-Que

The September meeting was held in conjunction with our annual September picnic at the home of Bob and Laurie Lowy. Eighteen members were in attendance.

The picnic was a huge success; no rain...great food! Thank you Bob for being the host & hostess!



BAY BRITISH CAR MEETING MINUTES

The October 5, 2011, meeting was called to order at 6:30 PM by BBC Treasurer, Charlie Schott (both President and Vice President were unable to attend) at Salty Sue's in Panama City Beach. There were ten members in attendance. We have two new members: Richard Dryer and his brother, Tom Dryer.

Charlie Schott, BBC Treasurer, reported a Balance: \$ 476.95. Expenditures \$78.00 (Ken Waringa) to cover logo wear order with membership reimbursement.. Deposit: \$100.45

Old Business:

- Landmark Park Car Show in Dothan was held on Saturday, October 1st. Linda Bates will notify the club of any awards presented to our members. Jan will follow up with Linda.
- Bob Lowy reminded members of the upcoming October 14-16 GOF in Athens, GA.
- Jan will contact Lisenby Nursing Home for holiday basket "wish lists". Once the list of items has been received it will be distributed to the membership. As we did last year; the baskets will be assembled at our holiday party.
- Reminder: Veteran's Day Parade in Callaway (Nov.) contact Virginia York for additional information.
- Written acknowledgements were presented from Covenant Hospice and Sarah Hough for the contribution made in memory of Doug.

New Business:

- November First Friday (11/5) Panama City. Greg does not plan to attend. Other club members are welcome to participate.
- BC 4 is interested in organizing car shows at Pier Park. More information will be forwarded as it is confirmed.
- The rally run for the month of November will be a poker run organized by Greg Lyons.

- Pier Park Christmas Parade – Sel Saladino to provide additional information to the members.
- Pheona & Joe Kaiser after many years of being our newsletter editors extraordinaire, have decide to make December the last newsletter they will publish. LISA WEIS HAS VOLUNTEERED TO BECOME OUR NEW "EDITOR AND CHIEF", Thank you, Lisa

A VERY GRATEFUL BBC MEMBERSHIP THANKS PHEONA & JOE FOR THEIR DEDICATION AND SUPERLATIVE NEWSLETTERS!

Mark Your Calendar:

- BBC December holiday party will be at the home of Virginia & Guy York. Party information will be provided at the next meeting.
- November 1st meeting 6:30 Salty Sue's, Panama City Beach
- Thank you from Terry Kent to Ken & Jan for the articles they submitted for the last BBC newsletter.
- South Alabama Car Show on 10/22/2011. This is a one day car show, Jaguar is the featured car. Some members were interested in going on Friday.
- Moultries , GA Automotive Swap Meet to be held Nov.18, 19, 20 Check the website for additional information www.moultrieswapmeet.com

Tech Session: Once Lisa has ordered the necessary parts for her MG Midget it will require a tech session. The date, time and location to be determined.

Motion to adjourn: Bob; seconded: Christine

The meeting was adjourned at: 7:27

Minutes submitted by Jan Schott

I Wish I had a Car like That!!

by Don Schmidt

Recently I attended the Micro-Car Get Together and we had a discussion about the collector car hobby. It was a wide ranging discussion concerning the health of the old car hobby. Now these people have a little different perspective about cars than the average MG aficionado but their concerns apply equally to us.

Should we view a car as an economic asset or as a toy / hobby item? The consensus was buy what you like. Buy the best example you can justify. Collector cars depreciate too. It takes time, money and effort to maintain their value. If it is rare car, a complete car is of great importance (if the framus is missing on the car you are considering it is probably missing on most of the others). If your plan is to return your purchase to original condition missing parts can be very EXPENSIVE.

The main take away was: Before you buy do your homework. Know why you are buying a collector car. Determine what you want to achieve with the car. Is it just for casual fun? Do you want to participate in organized competition be it show, race or rally. Is the car to reconnect you with your misspent youth. Are you buying it for another person, if so DO NOT MAKE IT A SURPRISE, have the recipient participate in the test drive and selection. The recipient may really dislike driving the car of their (or YOUR) dreams.

After you make a purchase DO NOT look at ads or sales of the same make or model for 5 years. You will not see the exact car in the same location or condition as your purchase and that affects price. Buyers and Sellers may LIE to enhance their ego or status as a player and it will not change the deal you have.

July 2011

Furnished by Don Schmidt

This is a Notice for users of Pertronix Ignition Mod- ules.

These systems require the full 12 volts at the ignition / battery side of the coil. Vehicles with a voltage dropping resistor or a resistor wire in the ignition switch power circuit will need to be modified by removing the resistance. Failure to do this will likely give reduced performance.

To check the available coil voltage place your switch in the run position use your DVOM to measure the voltage at the ignition feed side of the ignition coil. While you are at it check that the coil has 1.5 ohms or higher resistance. To do this test, remove both coil wires and measure between the terminals on the coil.

THE OTHER TRIUMPH, THE SURVIVOR!

Part One, Coventry Triumphs - by 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 motor-

cycle "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 starts 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.



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 vavles and side exhaust valves. The Gloria was fitted with primary / secondary carburettors and hydraulicvbrakes. 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.

A short video history.

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

Reprinted from Triumph Club of North Florida Newsletter



Bay British Cars
133 Coral Dr., Panama City Beach, FL 32413

Bay British Car Club SPONSOR

**PANAMA
ALTERNATOR & STARTER**

Gives A 10% Discount
To
BBC Club Members

Show Your Membership Card, Or Ask For Joey



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**

**Bay British Cars Meeting
November 1st at
Salty Sue's
Panama City Beach**

Move-Over Law - CT & NY

Safety Not-So-Fast.



Here's one you're going to be hearing a lot more about in the very near future: the "move over law". It is a moving violation that could cost you up to 3 points on your license and/or fines up to \$10,000. Do I have your attention now?

It's currently on the books in Connecticut and recently enacted in New York to become effective as of January 1, 2011. The law is basically the same in 48 states now so no matter where you drive you need to be aware of it. Although it has been on the books in several states for many years, it has not received much attention. However with the increased number of incidents involving emergency vehicles that have been struck by passing motorists it is being more heavily enforced universally.

The underlying premise is that, when possible and safe to do so, you need to move over one lane to leave an empty lane between you and an emergency vehicle that is stopped along the side of the road, in a travel lane or in a breakdown lane. This applies not only to ambulances, fire trucks, and police cars but also to volunteer firefighter vehicles, highway maintenance vehicles and even tow trucks that are stopped along the side of the road *with their emergency lights on*. You must **immediately slow down and move over**; to the left if they are on the right side of the road and to the right if they are on the left side. In some states slowing down is described as "a reasonable speed below the posted limit". Other states specifically state that you must slow down to 20 mph below the posted limit.

In Connecticut a violation of the law is considered an infraction unless the violation results in the injury or death of an emergency vehicle operator, in which case the fines are \$2,500 and \$10,000, respectively.

Oneida County, NY, District Attorney Scott McNamara said that under the new law, failing to "exercise due care" when approaching a stopped emergency vehicle could result in fines of up to \$275, mandatory state surcharges of either \$80 or \$85 depending on the court and up to 15 days in jail, in addition to 3 points on your driver's license.

So, if you see the lights a-flashin', you better be slowin' and movin' over unless you enjoy the thrill of seeing those flashin' lights pullin' up behind your car.

As I write this I'm thinking it probably doesn't matter when driving our MGs as chances are we're already 20 mph below the limit - just remember to move over.

ED NOTE: It is law in Florida also!

