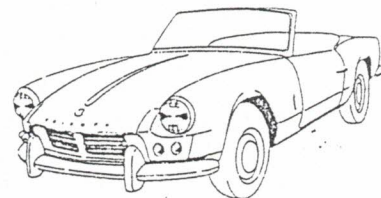
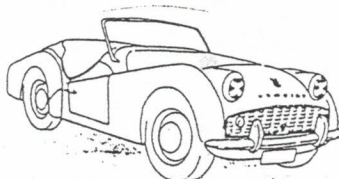
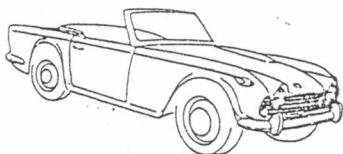
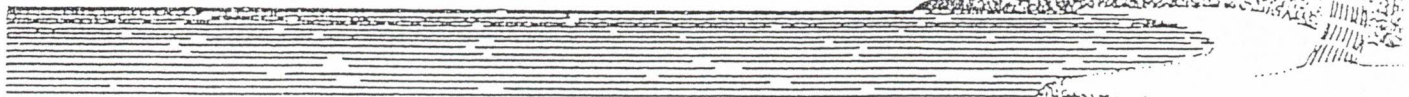


# CENTRAL COAST TRIUMPHS



DECEMBER 1985

## Minutes of November Meeting

A brief meeting attended by club stalwarts: Ed Lang, Steve and Barb Schiefen, Lee Fitch, Steve Walker, Eric Wilhelm, and Paul Senior. It was noted that the club treasury was in New Zealand for the moment. Rememberence was made of good and bad times at Triumphfest in Palm Desert in October attended by five of our members. There was discussion of making the membership list available to businesses. Also of having the newsletter printed professionally and charging for adds (such that they are - no resolution. The big item was the Christmas Party at Eric Wilhelms. A vote was taken to pay all costs from the club treasury. (More on this below.) Meeting was adjourned.

## CHRISTMAS PARTY!!!

This year's Christmas party (our first annual) will be Friday, the 13th of December, at Eric Welhelm's house at 2419 Murrell on the Mesa. (Directions: Las Positas to Cliff, left on Cliff to Mesa Ln, right  $\frac{1}{2}$  block to Borton, and then a quick left onto Murrell - call Eric at 965-4753 for info.) Barb Schiefen and Lori Ling will arrange for food appropriate beverages. For that reason we MUST know who will attend. Please RSVP by calling 687-2150 and leave message. We want everybody there - the food and drink is free - a good time guaranteed for all! I almost forgot - bring a Triumph-related gift (a book, poster, or even a part off your car! Anything is ok - be creative) for the exchange.

(Sorry this so late - production was interrupted by Oklahoma!)

THE ALL-BRIT REPORT (or ALL OF MY FAVORITE THINGS)

What a wonderful day to see my favorite cars. The weather was fine - sunshine w/scattered clouds to breakup that monotonous southern California sky. Sunday, Oct 6, four cars from the CCT left for LA. Michael Ling joined Ed Lang in his immaculate Stag, Eric Wilhelm took this opportunity to breakin(?) his recently finished engine and was joined by Carleen, and leading off were Lee and Dave Fitch in her newly painted GT6+. We collected Cheryl Williams and Don Green in her TR6 in Ventura and zipped on down to Van Nuys.

Up to now All British Day has been held on an asphalt parking lot, extremely crowded, and somewhat disagreeable. This year we drove onto a bucolic setting of scattered trees, rolling hills, and soft grass (and even softer ground after a night of hard rain). Smiling up at us was row after row of truely British transportation devices (primitive but very enjoyable). Shiny paint, clear glass, polished chrome, clean upholstery - these people really care about the cars they drive. Driving down a very long line of Triumphs we took our place amid Healeys, Jaguars, Austins, Hillmans, MG's, a Rolls R, a Wolesley-Hornet, Riley, and not the least - Morris, the club that expends so much effort to sponsor this event. (A tip of the cap!)

Triumph-Standard was well represented by well over sixty cars. We were joined by Triumph Register of Southern California and a very large contigent of the SoCal Triumph Owners Association. In fact, congratulations goes to SCTOA for winning the club award for most membership present. (People's Choice went to a custom Austin Mini.)

As All British Day fades into a fond pastel memory, I remember old friends, new faces, and cars that bring heartrending pangs of covetous desire bubbling to the surface. (And a few oddities - a Jag MK V reupholstered in crushed velvet and dingle balls, and a Healey w/ Corvette tail-lights and sidepipes that burbled like it had the matching 283 V8 - people that cannot leave a good thing alone!)

Dave Fitch



Today we turn to Graham Robson and Richard Langworth to find out why the name "Standard" became attached to the name "Triumph".

Prior to the blitz of 1940, there were numerous auto makers in Coventry, England. Among them were two separate and distinct companies named Triumph Company and Standard Motor Company. Triumph was noted for its sporty cars, such as the Glorias and Dolomites. Despite its successes, Triumph was also under-capitalized and therefore its budget never allowed its products to be fully developed - falling into receivership several times. Whereas Triumph built exciting cars, Standard produced cars of lackluster character. However, under the direction of John Black (known to be rather ruthless) Standard was a profitable concern. One venture was to supply engines to Swallow Sidecars and Coachbuilding whose name was shortened to Jaguar after the war.

Saddled with an immense debt and no hope in sight, Triumph went into receivership in 1939 and all assets were sold to Thomas Ward. Ward was not interested in car production, rather, he smelled the winds of war coming on and realized that Triumph's resources would be needed for manufacturing of war materials. And of course, once the conflict was over he could sell Triumph's assets at a profit.

During the war, all but one of the old Triumph factories were bombed out and afterwards Ward placed what remained on the market. Standard Motor Co had profitted greatly from the war effort and John Black decided to fulfill a longtime dream of his - that was to show both Bill Lyons and the MG Motor Car Co that he too could build a sporty car. It is puzzling why he purchased Triumph rather than something more distinguished such as Lea Francis and Lagonda but that was his decision - fortunately for us. Black wasted no time selling off the remaining assets to the Morris group for what he paid to Ward - retaining the name "Triumph" for its sporty connotation. And beginning with the Triumph 1800 "Standard-Triumph" came to be the company we recognize now.

Incidentally, Donald Healey was the development engineer that embodied the characteristics of pre-war Triumph - let go by Thomas Ward and later establishing himself in the circle of classic British autos.

Notices and Other Announcements:

For Sale -

Leaf Springs for late TR4. \$50 For info call Steve Walker 967-0678

1965 TR4. Rebuilt engine. Custom interior w/wood dash. Blaupunkt Stereo. Body excell nt but needs paint. \$2200 asis or \$2500 with paint. Nancy. Leave name and # at 805-584-6240. (Ventura)

1971 TR6. "YELOSIX" plates. One owner, CA car. Clean, complete, and very straight. Factory wire wheels w/Michelins. Looking for a good home and \$3,500. Merrill Gaines. 805-544-1326 (SLO)

GT6 and Spitfire parts. All kinds of interesting/odd pieces at good prices. Lee and Dave Fitch at 687-2150. Also MG parts.

Partytime -

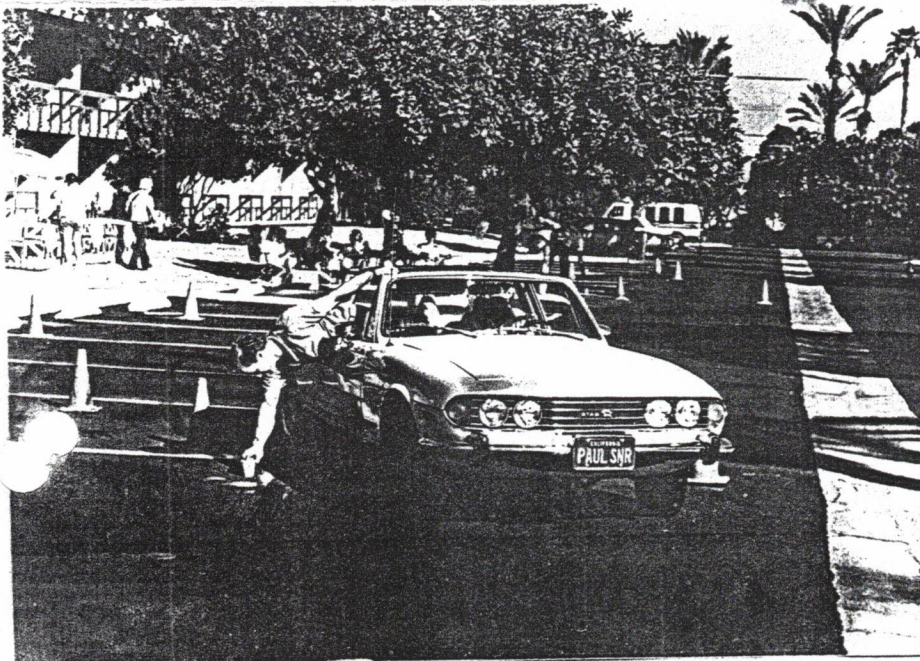
Christmas at Eric's on Friday the 13th (!!). 2419 Murrell.  
Call 965-4753 or 687-2150 for info.

Remember - NO MEETING IN JANUARY!

# CENTRAL COAST TRIUMPHS

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## TRIUMPHFEST 85!

Noel and Janice Wall, Paul and Dawn Senior, Eric Wilhelm Lee Fitch, and Sue Davis were there in mid-October in Palm Desert for a truely wonderful time. Paul Senior is shown here competing in the funkana.