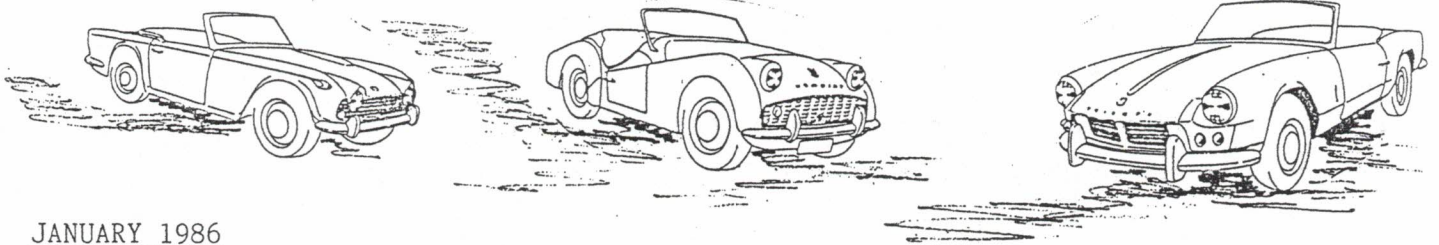


# CENTRAL COAST TRIUMPHS



JANUARY 1986

HAPPY NEW YEAR!

Such a wonderful two months. Our Christmas party was a terrific success. All attending had plenty to eat and took a gift home as part of the gift exchange. We hope to make this an annual event. A big thank you to Eric Wilhelm for his hospitality.

As you will all remember we decided several months ago to stop meeting on a monthly basis and meet every other month. This month will be one of those that we will not have a membership meeting, but will have a Board meeting instead. Everyone is welcome at the Board meeting we only ask that you call and let us know you are coming. This month's meeting will be held at Michael Lings house at 7:30 on Tuesday January 7th. Please call Michael at 687-8565 or Lee at 687-2150.

Now for what everyone has been waiting for the WINE TOUR. It will take place on January 25th and we will be meeting at the Santa Barbara Medical Clinic parking lot at 9:30 in the morning. We will go to Solvang where we will have breakfast. We will go to the first winery at about 12:00. Please bring some cheese and crackers or bread for consumption during our travels. We hope to finish at the last winery sometime around 3:00 or 3:30 and you will be free to travel home at your own pace. For those of you who are out of town or don't know where the Clinic is, take the Highway 154 exit from Highway 101. The Clinic is at the base of Hwy 154. Just look for all the Triumphs!

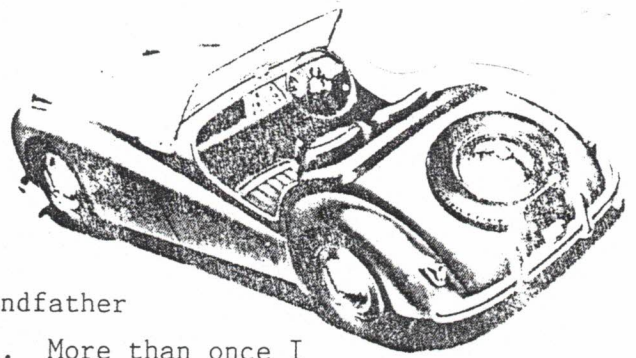
See you all there!

SMI M BRCAS

dk

FACTORY  
ROADSTER

## THE MISSING LINK?



Most of us are familiar with the Triumph genealogy from TR2 thru TR8, but how many have wondered of the elusive TR1? The grandfather of all Triumph sports cars we know so well. More than once I have overheard questions as to what the TR1 must have been. Or how many. Both of which Graham Robson handles admirably in his many books. To begin, there never was a car officially recognised as the TR1. The car shown was originally designated as the 20TS by Standard Motors and was assembled just prior to the Earls Court car show in 1952. It was the second attempt by Sir John Black produce a modern sports car. (The first was the TRX which proved to be too costly, lacked sportiness, and appeared certain to fail.) The 20TS came very close to the TR2 as we know it today, except for the rear end. Because Walter Belgrove, the chief designer at Standard, did such an excellent job at constructing the prototype in accordance with predetermined objectives, ie: low cost, utilization of existing parts, and marketability; the final production form for the TR2 was firmed up a mere three months following the show. Much credit must be given to Ken Richardson, developmental engineer, for his work in the area of chassis reinforcement, sorting out handling problems, and an increase in power in the aging Vanguard engine. After the Earls Court show, 20TS was used as a mule to study suggested production changes to include the now familiar tail section - later incorporated into four TR2 prototypes. At that point the 20TS was scrapped. With some hindsight, I find it difficult to understand Standard's lack of appreciation, at least not to the degree of preserving it whole. No doubt 20TS' pieces were put to good use, knowing the frugulness of Sir Black. It is important to remember that in the early 50's the English were rather short on material resources, therefore it was not uncommon for manufacturers to dismantle components to serve their next projects. Only yers later, did Triumph afficiendos begin to wonder about the progenitor of the TR2 was the significance of the 20TS realized - and the simpler title of TR1 was attached to the one and only 20TS ever constructed.

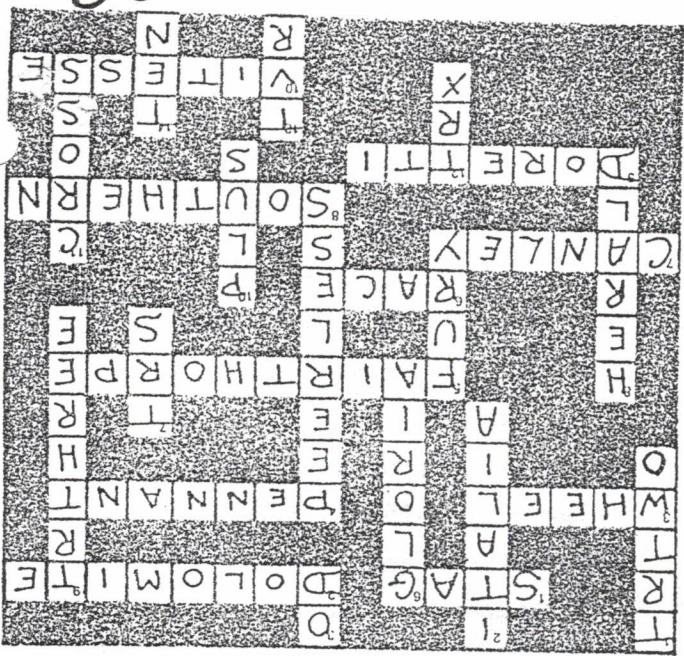
MICHAEL LING

Minutes December Meeting:

This was our best meeting in some time. Eleven members were present and we welcomed new member Richard Armstrong and friend Sandy. Richard is a long time TR3 owner. We all introduced ourselves and listed the many different cars we own/owned. Minutes from the last meeting were approved by default (nobody had a copy). Michael Ling gave us a balance of \$415.53 in the treasury - soon to be depleted by the upcoming Christmas Party - next on the agenda. Everybody present pledged to attend. Arrangements were made for food and drink of all sorts. It was beginning to look good. Next was discussion of a wine tour as a January event. A schedule that would include three wineries and possibly a late afternoon lunch at the Union Hotel in Los Alamos or similiar establishment. At this point Lee Fitch reminded everyone that the event in January would substitute for the next meeting. And in fact for the indefinite future the club will meet at Rusty's only on even months (Febuary, April, June....) and events will be held on odd months (January, March, and so on). There will be a board meeting every month which all are welcome to attend - please call Lee or Michael for information. So what does the future hold for us? The next meeting is February 4. Tuesday. We need a March event - all suggestions are welcome. The 3rd Annual Poker Rally is scheduled for the moment on April 20, Sunday. And in the far off future is Triumphest to be sponsored by LA's SCTOA tentatively the third weekend of October in Monterey or the Grand Canyon. And with such visions the meeting disintegrated into mutual admiration of fine British autos and Bill Hopper's wonderful pictures of the Palm Springs Grand Prix!

Dave Fitch





ANSWERS TO TRIUMPH SPOTTERS  
CROSSWORD PUZZLE

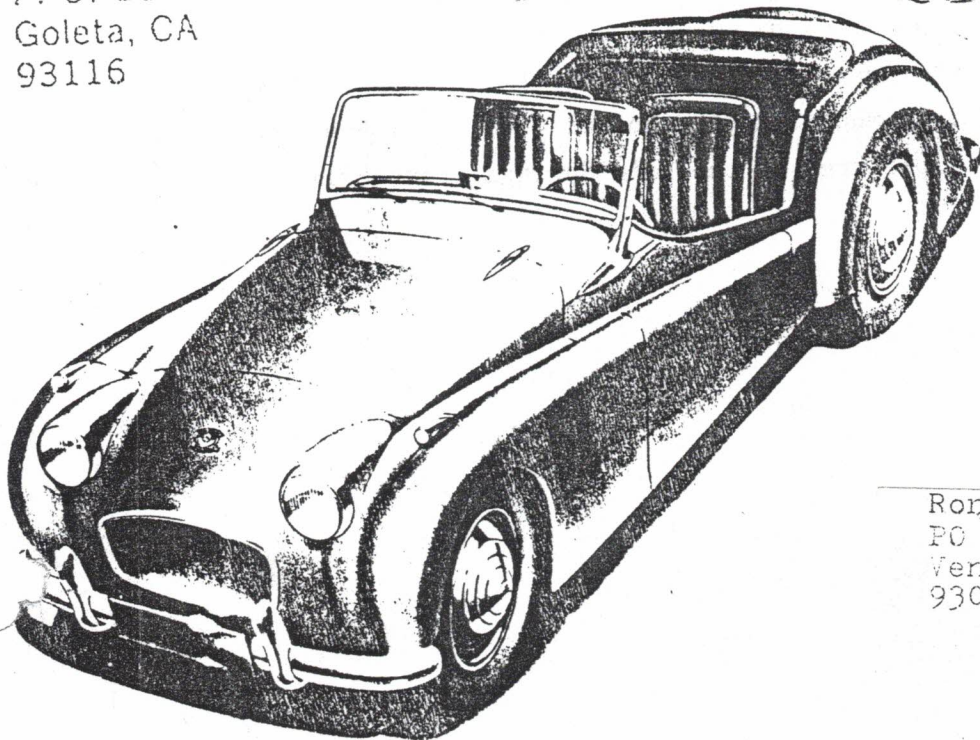
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910 SAND CT. OFF of SEA HORSE CT. CT

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