

Redding

British Car Club

June 2020

Compiled & Edited by Charles Laurence

From your editor – We had a good turnout for the June meeting on Mon the 8th at 6:00 under clear blue skies. I counted 8 British cars (6 TR's & 2 MG's) and a couple of daily drivers. Evert put out a call for ideas for future drives and we came up with some good ones: Paradise to Stirling; Etna; and Mark Feone is looking into a Red Bluff trip to a market.

I have learned that Hot August Nights in Reno has been cancelled for this year as have most of the August events in Monterey. The Mecum Auction is said to be on but the others have been cancelled. The historic races at Laguna Seca are said to be on in a "modified" format, whatever that means. Locally, the Benton air show is supposed to be on as well.

I'm booked on a Mississippi River cruise in Sept but I'm not sure I'm going to go. Maybe next year. My search for a pre-1960 MGA roadster continues and I have a new phone number: 530-782-0546

My thanks to Evert, Don Waber and Alan Boring for their contributions to this rag.

Recent Events

Hat Creek Run

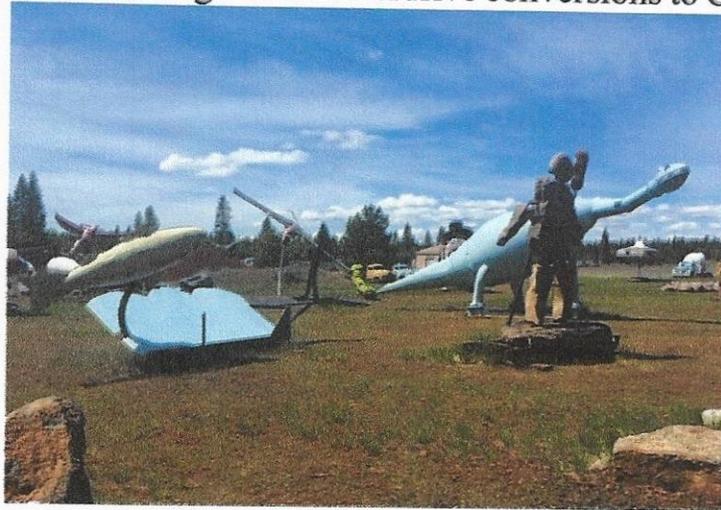
Evert noticed a break in the forecast rain for Sat, 5/15 and called for a drive to Hat Creek. 10 members of RBCC showed up in 7 cars to the Holiday Market parking lot in Palo Cedro at 10:30 in the morning. The weather was perfect with sunny skies and temps in the high 60's. We had 3 TR's (a 4, a 6 and a Spitfire), a Mini and 3 daily drivers. We crossed Deschutes onto Old 44 and headed Northeast to Oak Run and Buzzards Roost to 299. Great British car roads with almost no traffic. We passed thru Burney and made the turn



onto Cassel to Baum Lake. The hatchery was closed so we found a clearing where we stopped for lunch. The conversation ranged from overdrive conversions to Covid 19 to the politics of reopening and everything in between.

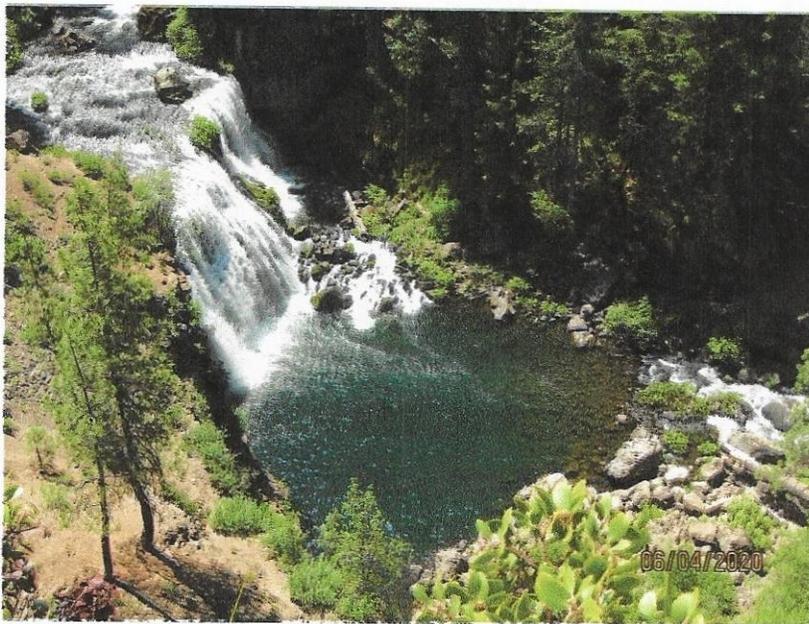
After an hour or so we headed back by going South on Cassel and I had to stop for a picture of the welded Dinosaurs at Packway Materials.

A great day for exercising a British (or any) car.



From: Don Waber - I was in Redding (down from Weed) and took a wonderful run Monday June 1st in my 1967 MGB. Back roads to ONO then up Rainbow Lake road as far as Ducket creek then Gas Point to Happy Valley then back to Redding-- What a day! Don

The Waterfall Tour – The weather was perfect on Thurs, June 4th as a group of us met at the McDonalds in Shasta Lake City. There were only 2 BC's (a TR4 & TR6)



but 3 of us in our daily drivers as we headed north up I-5. We made the 45 miles to Dunsmuir in short order where we stopped to stretch our legs at a local park along the river. We picked up Don Waber in his 50 something VW to add an international flare to the group. Surprisingly, he had no trouble keeping up with us as we travelled north and then East towards McCloud about another 25 miles to the McCloud Falls.

We checked out the lower falls, then middle falls and finally the upper falls where

we set out our chairs in the shade to have our lunch. For some reason, the shade kept moving on us which I think had something to do with the sun. I chose to return via I-5 which got me home in a little over an hour but I suspect some chose to return via 89 and 299 for a more scenic route.

A good day with good friends.

If you haven't made one of these trips because your BC isn't reliable enough, drive your daily driver and

come out and have some fun with us. You won't be sorry you did.



Some Triumph History

from Alan Boring

Triumph's legendary TR, in fact, all post-war Triumphs, probably wouldn't have happened if not for an argument between Sir John Black and William Lyons.

Former Humber man Black had revived a nearly moribund Standard in the 1930s, and Lyons' early SS and SS Jaguar cars were powered by Standard engines and often used other Standard pieces before the war.

As the war drew to a close, Lyons wanted SS/Jaguar to make engines and components entirely of its own design, or at least in-house. His vision of the future was incompatible with Black's, and Black may have thought Lyons a little ungrateful. Black liked sports cars and special projects, and was also supplying engines to his old friend HFS Morgan starting in 1938.

With the SS/Jaguar alliance starting to sunset, Black bought the bombed-out remains of the Triumph Motor Co. in November, 1944, possibly to make his own kind of Jaguars.

Standard-Triumph

In becoming "Standard Triumph," Black gained the services of Walter Belgrove, Triumph's lead designer who'd penned the pre-war Gloria and Dolomite.

Belgrove's first, and most important, assignment was designing the postwar 1947 Standard Vanguard. Black actually had Belgrove go out to the American Embassy and sketch the Plymouth staff cars driven there in 1945/46 as fodder for the Vanguard design – it was not surprising in the end that this important car for Standard came out looking very American.

Because he was busy with the Vanguard, Belgrove was only tangentially involved in the first postwar Triumph cars – the 1800 Roadster, the Renown, and the Mayflower. These latter two were shaped by Mulliners, but with Belgrove's input, and they were almost diametric opposites of the Vanguard.

The 1800 Roadster bowed in 1946, but just two years in, Lyons' new XK120 made the gentlemanly Roadster seem dated. Meanwhile, MG's popular TC and later TD were far cheaper and struck a deep vein of interest in America.

To compete in between the MGs and the Jaguar, Black had Harry Webster, with some help from Belgrove, develop the bullet-shaped TRX in 1950 – but it proved far too expensive and complex to produce.

Just after the TRX, Sir John attempted to get a sports car “off the rack” buy making a generous offer to purchase Morgan, but the elder Morgan politely declined to sell. Black supported Morgan anyway by continuing to supply the company with Standard and later Standard-Triumph engines for many years.

Breakfast in America

American exports were what Black wanted most of all, so Triumph went back to the drawing board and developed what became the 20TS/TR1, a far simpler car using more parts bin components – Triumph Mayflower front suspension, Standard Flying Nine frame, Standard Vanguard four. Belgrove was given just ten weeks to design the exterior by Black.

The car proved a poor handler and only a few prototypes were made, but with help from BRM test driver and engineer Ken Richardson, it was improved into the 124-mph TR2, bowing at Geneva in 1953. The raucus, raw TR2 (with lines evolved by Belgrove) wasn't as pure as a Morgan or outright fast as an XK, but the car was very fast for it's £550 price.

It proved an immediate hit, especially in the U.S., hitting exactly the target Black wanted.

The TR2 evolved into the TR3, with bigger carbs and more power, in late 1955, gaining more comfort options and optional overdrive. In 1957, it got standard front disc brakes, the first mass-market British car to have them. The TR2 and the evolutionary TR3 firmly established the Triumph Sports car bona fides, and were hugely popular in the United States – where 80% of exports went.

It cost a little bit more than a low-end Detroit car, but less than any other big sports car and less than performance-oriented Detroiters like the Dodge D-500. It offered a very pure sports car experience and real technical sophistication for the time after the addition of the disc brakes.

The car was a success in international competition too, often being seen on events like the Liège–Rome–Liège, RAC Rally, the Monte Carlo Rally, and the Alpine Rally. There were also forays at Sebring and LeMans.

Change

There were, however, a couple of sour events that happened as the TR2 was becoming the TR3. Sir John was severely injured while on a test ride in the TR-derived Swallow Doretta with Richardson in early 1954.

The Swallow-Doretta, a specialist car from the old Swallow company, by then a part of "Tube Investments," was yet another sports car project Black wanted to support. Like Morgans, it was more specialized and expensive, and so not necessarily a direct TR competitor.

Then, just as the TR3 was debuting, Belgrove abruptly quit during the 1955 London Motor Show, leaving behind no obvious replacement, though styling was handed off to Vic Hammond, who had styled the 1953/54 Standard Eight and Ten.

Belgrove's departure supposedly stemmed from one too many arguments with Standard-Triumph Tech director, Ted Grinham.

Because of Belgrove's departure, the TR3 got only a few cosmetic updates into the 1960s, the most significant being a new front fascia with a full-width grille for 1958. This early (1956/57) TR3 has the original style front end.

Hammond worked on a successor but never got his newer design approved. To fill the design void left by Belgrove, Triumph eventually turned to Giovanni Michelotti for the TR4.

Classified

This section is for you. It's meant to list anything (British Car related) which you need (parts or cars), or have for sale.

For Sale –Jensen Healey. It comes with a history of the car book, along with receipts. Also comes with extra hard top, luggage rack and interior cover. Should you know of anyone interested, have them give me a call. Asking \$7900. Paul – 530-347-1510



For Sale - Austin Healy Sprite - In storage 59 years. Complete car. Has overdrive. Make offer. It is in a storage unit in Redding. Call Mark 530-440-1533



This is a picture of our Austin Healey Sprite we are letting go of. We haven't really thought about the price a whole lot yet. It's mainly original 1000cc engine 4 speed. Located in Weed Ca. Clean title.
Ramon
(530)351-8239

Wanted – I am looking for a pre-1960 MGA roadster. Not a show car but a good solid driver. Contact Charles Laurence 530-782-0545

Upcoming Events

June 20th – Sat – Woody Island Car Show – Eureka

June 26th - 28th – Fri - Sun – Lewis & Clark Classic Rally -

Aug 8th – Sat – Pebble Beach Cars overnight – Carter House - Eureka

Aug 12th – Wed - Woodland Tractor Museum trip

Oct. 17th – Wed - Fall color tour Lewiston

Oct 30th - Nov 1st – Fri - Sun – Thunder Hill Vintage Races

Dec. 6th – Sat - Christmas party at Cattlemens Restaurant – Redding