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## Useful Links

[TCNF Home Page](#)  
[TCNF Calendar](#)  
[BCCNF Calendar](#)  
[Moss Motors](#)  
[The Roadster Factory](#)  
[Rimmer Brothers](#)  
[Vintage TR Register](#)  
[Triumph Register](#)

## Business News

### 2020 Membership Dues

- Renew: \$30 (past due)
- New Member: \$35

Send membership forms and checks to Iris Lipsky @ 1208 Raleigh Ridge Drive, Jacksonville 32225. PayPal coming soon.

## President's Corner

Penny Levy, TCNF President

Hello members. Things have not changed too much since my last message, but behind the scenes, or should I say screens, things have been ramping up a little bit.

We have had two virtual board meetings. The most recent one being conducted on May 24<sup>th</sup>. We have begun in earnest planning for the British Car Classic Show in October, Mark XXXII! Terry Sopher is the Event Coordinator and you'll read and see more of him over the next few months. Regalia, event categories, food, trophies etc. are all in the early planning stages.



On a personal note, TCNF member Tom Carollo (1959 TR3A) has been recommending some great shows for Alex and me to watch. We are currently watching the third season of Expedition Overland streaming on Amazon Prime. The expeditions are definitely not English sports car related, but great adventures. And, they feature one of our favorite off-road vehicle manufacturers, Toyota. In the first season, The North American Series, the team drives a 2000 Toyota Land Cruiser and a 2001 TRD Toyota Tacoma towing a trailer, from their home base in Montana to Prudhoe Bay, Alaska, and back home, taking some specular off-road side trips. For the second series, Central America, the team drives two 2015 Toyota 4-Runners and 2013 Toyota Tundra TRD from their base in Bozeman, Montana to the gateway to the Darien Gap in Nicaragua. The seasons get more polished with each successive one, but we love them all.

Lastly, please welcome new member Jeff Bennett and his '72 Spitfire!

## New Member(s)

Jeff Bennett

## Upcoming Events Highlights

\*June 7 – Kings Head. Trivia and planning for British Car Classic XXXII. 1:00pm

July 5 - Kings Head. Trivia and planning for BCC. 1:00pm

August 2 – Kings Head. Trivia and planning for BCC. 1:00pm

Aug 31-Sept 4 – VTR Convention, Galena, Illinois.

Sept 6 – Kings Head. Trivia and planning for BCC. 1:00pm

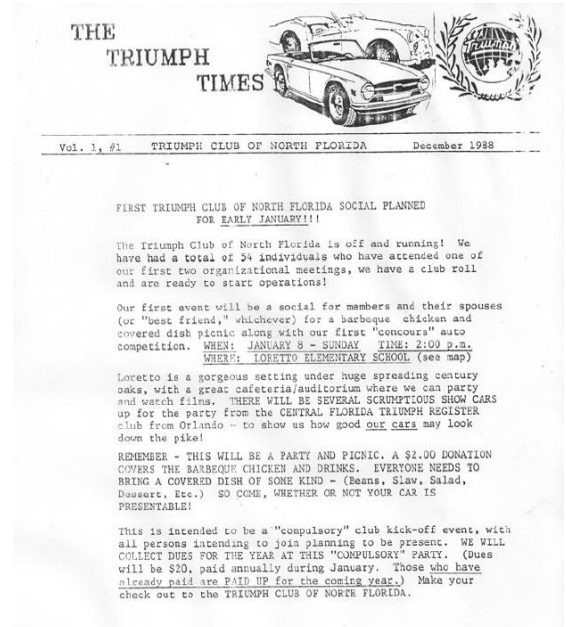
October 10 - Kings Head Pub. British Classic Car Show XXXII. Mark your calendars!

*\*Subject to cancellation due to Coronavirus. Stay tuned to your emails.*

## TCNF's Original Club Flyer & Newsletter - by Paul Thomas



**Flyer - Summer 1988**



**First Newsletter – Dec 1988**

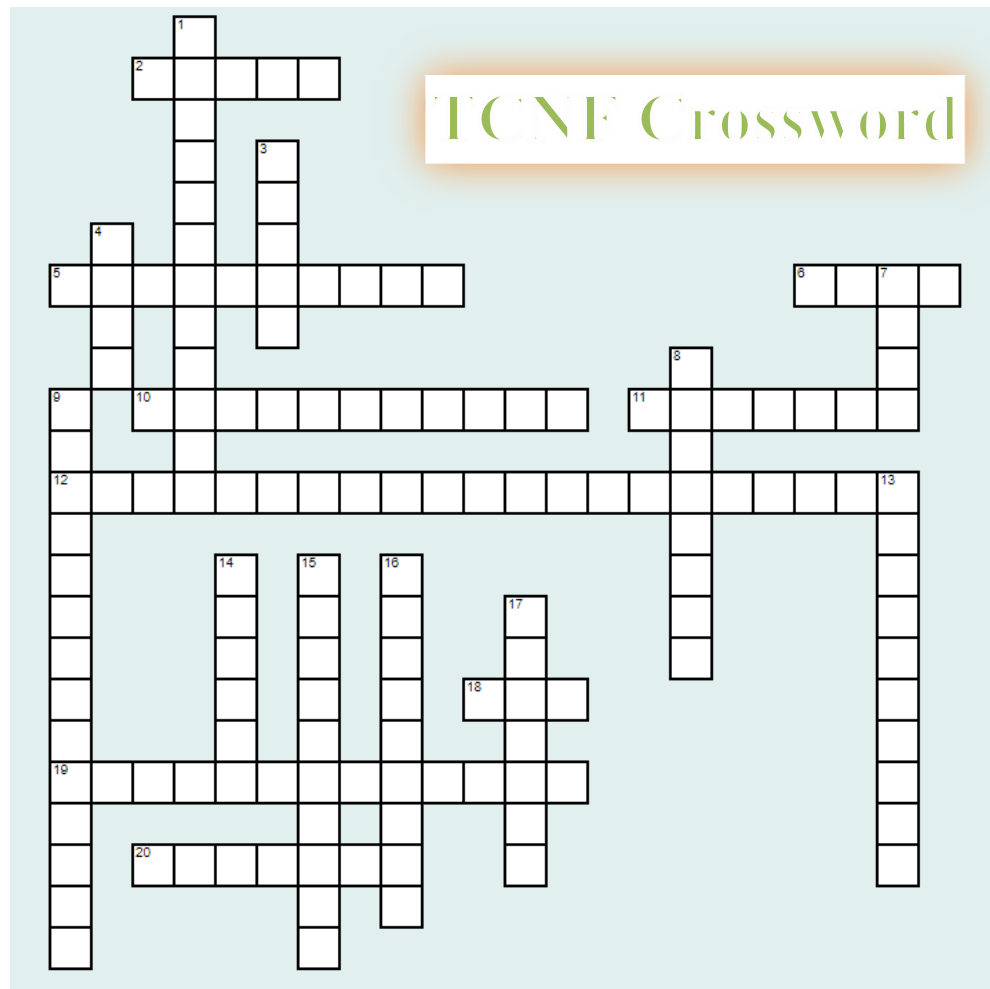
On April 14<sup>th</sup> yours truly stopped by to see Walt Lanz, long time member and former President, to deliver his new regalia item, the long-awaited TCNF hat. We had a good chat, from 6' away of course, about the club and shared a memory or two of my dad which I always enjoy. I finally saw Walt's 1973 TR6 that needed a little work, he said. Anyway, Walt took the time to copy each and every file he had related to TCNF since 1988 to a thumb drive for me. I now have all these files on my computer too. Wow!

The very first news flyer was included and that's what you see above. Back then newsletters were typed and then, for goodness sakes, mailed out! Although I haven't finished perusing the photos, flyers, newsletters, etc., I did jump straight to the 2005 and 2006 time period when my dad, Graham Thomas, was President and really enjoyed reading his President's Corner messages. One that really made me laugh was when he mentioned his granddaughter, who was 9 at the time. She told him she would be overjoyed if he left "your little red car that you always keep in the garage" to her in his will! According to dad that was perceptive forward planning. A few years later Justine, my daughter, said she wanted to get married in that car. Well it's still in the family... Even back then the club was trying to get the younger generation interested in these little old British cars and it seems one little girl liked them according to the President's message!

Oh yes, back to the hats, the rest of us who ordered hats will have to wait a while until life returns to 'normal', whatever and whenever that might be.

If anyone would like a copy of the original news flyer or the inaugural newsletter, please let me know. My email is on the last page of the newsletter.

Good luck!



**Across**

- 2 British word for truck
- 5 Senseless talk or writing (British word)
- 6 British word for elevator
- 10 Type of inside 'fever'
- 11 Name of last Triumph model
- 12 First year of TCNF (3 words)
- 18 Pub host
- 19 Type of bus (British - 2 words)
- 20 Spread for sandwiches or toast (British product)

**Down**

- 1 Repair place for what ails your car
- 3 Known for making things electrically 'dark'
- 4 Flowerless plant
- 7 Recent racetrack (acronym)
- 8 Oct 12 (2 words)
- 9 Popular watering hole
- 13 Including this year, # of BCC shows (2 words)
- 14 Another word for fuel
- 15 # of club members
- 16 Tired or exhausted (British term)
- 17 English word for sausages

**Note:** There are spaces inbetween words. When ready, email [Paul Thomas](mailto:Paul Thomas) for the answer key.

## I've Always Been A Car Guy - by Chuck Rylee

When my father was mustered out of the army in 1945 and married my mother, he went to work for the local Studebaker dealer in Abilene, Texas. He was also a car guy. When I was born in 1947, my mother drove a 1940 Packard Straight 8. As a very young child we moved to Fresno California. My mother would get homesick, so we would pile into the Packard and head back to Abilene.

My mother loved to drive powerful cars very fast. I remember one trip we took from Fresno to Abilene. We left Fresno early one morning in 1953 before breakfast, and sat down for breakfast the next morning in Abilene at my grandmother's house on Cherry St. By today's standard, that would be about 1400 miles. There were no Eisenhower Interstate systems. I figure 1400 miles in 24 hours is a pretty phenomenal feat even on today's super highways.

By about 1955, the Packard was pretty much done. At this point, my mother replaced it with a Hudson Hornet Super Sedan. Boy was that ever a beautiful car. Baby Blue, smooth, quiet, and sturdy. In 1957, she acquired a new Desoto Fireflite. This car was the ultimate Mid 50's automobile for a 10-year-old Sputnik watcher such as myself. Red and White 2 Door Hardtop, with a push button automatic transmission and A/C, seats that swiveled out for easy exit and to top it all off, it had tail fins that reached nearly to the moon. I wanted to be buried in that car.

My first encounter with a British sports car was about 1962. One of the guys who worked for my father in an auto body shop drove an early model Austin Healey. He took me for a ride around town. While we were out, he pulled over and let me get behind the wheel even though I was unlicensed. Licensed or not, I was sold. From that moment on, I knew I wanted a British Sports car --top down, vibration through the shifter, exhaust noise, and quick handling-- I loved it.

After high school, I joined the Navy and ended up taking my senior trip to the beautiful and fun country of Vietnam. As fate would have it, when it was time to leave Vietnam, I received a set of orders to London, England.

I arrived in England in May of 1968. Twenty years old, money in my pocket, and an overpowering sense of adventure. I found myself in Heaven. All I needed was a car and a girlfriend. I found both.

A lot of my fellow sailor buddies were enamored with the MGBs and the Triumphs of the time, but I leaned toward the Triumph Spitfire. I was especially drawn to the name "Spitfire", plus I liked the body shape much more than the boxier TRs and MGBs. In 1968 I bought a Jasmine Yellow Triumph Spitfire. I had to pay extra for the wire wheels, luggage rack, and tonneau cover but I still just paid a grand total of \$1,748, which included free shipping back to the USA. That was just the beginning of a long line of Triumphs, MGBs, hot VW, Porsches and then back to Spitfires. I currently own a 1972 Spitfire MK4, also bright yellow. I figure if you find a good thing, hang onto it.

Did I mention the girl? Yes, I found her in England too. Just celebrated our 50<sup>th</sup> anniversary.



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## Why did I get a Triumph Vintage sports car? *by Terry Sopher*

Well, my story starts with my dad in 1977, when he finally pulled the trigger after weeks of looking at the Washington Post newspaper classified ads and many, many rides to check out the latest candidate. It was a very pristine, well cared for 1970 MK3 Triumph Spitfire, in Royal Blue with blue interior.

We started right away going to SCCA rallies, auto crosses, and races at Summit Point, WV, where we had our first car show, hosted by the local chapter of the Triumph Sports Owners Association (TSOA), now the Vintage Triumph Register (VTR) and won second place (I still have that pewter TSOA award plate)!

In 1978, I timed my first SCCA race. In those days each timer was responsible for keeping the times for several cars by stop watches. One of the cars I was responsible for timing was a Triumph TR6, which turned out to be driven by Paul Newman. My dad was a corner worker and always wanted to race, but after visits to the Falls Church, Va (we lived in Arlington, Va) Group 44 Race shop and talking with the mechanics and drivers, I think he realized his civil service salary was not sufficient to take care of the family and a race car!

For high school graduation my parents gave me the 1970 Spitfire - it was my pride and joy. Dad and I found a 1969 Spitfire MK3 hardtop that we bought in a bidding war against this other guy who showed up just as we said we would pay the asking price...my Dad was pissed that she did that. My college time was hard on the '70 Spitfire, with road trips 200 miles each way given the speeds driven and my lack of funds to maintain it. The end came in 1982 on a road trip back home, when the #1 piston head split from the skirt and rod about 20 miles short of home. I sold the only thing I had of value (Ruger Mini-14 Rifle) and bought a running engine from the salvage yard for \$250. I decided to pull it down and check everything like my dad had always done, but it was the wrong decision, as I lacked the funds to rebuild and my dad refused to help with labor or parts! I was now relegated to a bicycle and bumming rides back home and to campus, as I lived 2 miles off campus.

The Royal Blue Spitfire sat in my Dad's carport from '82 - '88, when I sold it for \$1,000 to a guy who was going to restore it in NC for his daughter's high school graduation! The last time I saw that Spitfire was in 1999, sitting quietly rusting in a pasture at the restoration guy's so-called farm.

My dad was in an auto accident in 1988 and his injuries made it such that he could not drive his '69 Spitfire anymore. He knew how much I missed my first Triumph and that he and I had spent a lot of time working on his, so he gave it to me for my birthday - what a thoughtful gift! I ended up doing 2 frame off restorations on the '69 Spitfire and Cathy and I attended 5 VTR conventions and some Regionals and did every event we could, as well as auto-crosses and track days. It was the VTR Concours winner every year and was in preservation class the last time we showed it. I also won the autocross for my class that year.

After four permanent Changes of Station we landed in Tampa and being active in 3 different VTR chapters, we expected more good Triumph adventures in Tampa, but the despicable cowardly terrorist attacks of 9/11 changed everything. We dropped out of Triumph club events, although we still occasionally found time for a drive or to attend one of two local British Car shows each year.

The long hours, 7 day work weeks and constant deployments all took its toll. In 2006, the war



was still going strong and I was now a colonel at USCENTCOM at MacDill Air Force Base with even more responsibilities and less time for family, let alone my beloved special Spitfire. I sold it to the former head of Bentley North America in a moment of practicality and weakness! At the time, it was the most a Spitfire ever sold for and he got it cheap!

In the 10 years after selling the Spitfire, we sorely missed the friendships, cars and fun we had experienced with our Triumphs for so many years. So, in 2016, six years after retiring from the Army I started the search for a TR250. I found the '68 Valencia Blue TR250 I had always wanted in Oregon. It had about 45k miles on it when it went through a nut and bolt frame-off restored in 1997-98 in Virginia. The guy who commissioned the restoration was President of an electric power company and owned a lot of classic cars (climate controlled barn) and he wanted to win National First Place in the Antique Automobile Club of America, so he spared no expense. He only used New Old Stock (NOS) parts (no reproduction at all) and it was truly a first class restoration. He won first place twice and then the car was not allowed to compete. So, naturally he found a different make and model and went after that.

In the 14 years he owned the car it only racked up about 1200 miles and never saw rain. The next owner (guy in Oregon) was meticulous in his care and only drove the TR250 another 2500 miles in the four years he owned it with weekly details. Cathy and I thoroughly enjoy the TR250 for its capability as a true sports car, the smooth power of the 2.5 liter straight six, its comfort, the pleasing Lines of Michelotti's design, and that special Valencia Blue color!

Then there was my long held desire to race...so of course it had to be a Triumph! That is a story in the making and the subject of another article...

So, why did we get into Vintage Triumph Sports Cars? Family, competition, friendships, the excitement and challenge of doing something different and the daily promise that another fun adventure, and something memorable will happen when you get behind the wheel! As the advertising slogan said in 1968 - "Triumph over Conformity - TR250".



1970 Spitfire MK3



1969 Spitfire ('64 TR 4A in background)



1968 TR 250





TR4A



TR 250

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### *A Sad Day - by Steve Arrington*

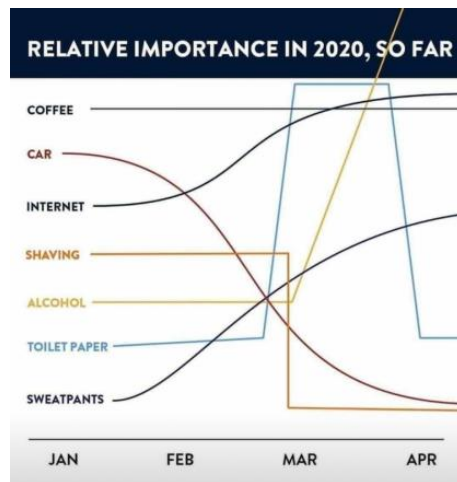
'Tis a sad day as I open the Summer 2020 issue of **Triumph World** bi-monthly magazine. This is because this will be the last regular issue, ending 25 years of publication. Yes, they will continue to publish a "special issue" about twice each year, but so far there is no information on how to get a copy. Maybe if we all go into one Barnes and Noble store we might be able to convince them to order a few copies.

I guess this is just another sign that some of us are getting a 'bit' older and as with many things we grew up with, the level of interest and knowledge from the current public is well waning. Twenty-five or even 15 years ago, there were quite a few Triumphs still on the road and while I doubt that too many of the "pocket rocket" kids knew what these cars were, a large number of people did. Triumphs and many other makes now, unless a person is into automotive history or sports car racing, or have a family member with such a vehicle, are becoming a footnote of an interesting looking conveyance of old times. It is just too far removed from their daily life.

Part of this, of course, is the young have a strong desire to only have the new and trendy in the things they use. This is part of most generations when young, us too, if we are honest with ourselves. Maybe it is just the pace of change that makes these days feel different. But, the same thing is going on with things like antiques. For more than 200 years, there has been for many folks an appreciation for quality furnishing from preceding generations and a willingness to pay higher prices to cherish the history vs. paying less for the more modern and cheaper stuff. In the last 10-15 years there has been a sharp drop in value as the majority of the public does not see the benefit in having a few choice antiques in the house. I try to understand the thought process of wanting all your furniture to come from IKEA and such, even when it is obvious that many items are not that well-made and will certainly not last, but maybe that is why it is popular - they know that they will change their style often. Maybe this is related to the move away from repair to just replacing things?

Back to **Triumph World** magazine. I guess this will not be too tough as the magazine has not been in book stores on any regular basis for more than four years, so the new kids haven't seen it or the Triumph cars highlighted for some time. But this is another factor impacting our treasured machines and our hope of keeping them going past our time.

## Humor



**2020 IN ONE SENTENCE:  
A ROLL OF TOILET PAPER IS WORTH MORE THAN A BARREL OF OIL.**

Since we are stuck inside for a while, click [here](#) to see lots more car jokes. 😊

## Regalia: Hats, Grill Badges, and Shirts - *contact Paul Thomas*



### Contact Us

President: Penny Levy

Vice President: Terry Sopher

Treasurer: Norm Reimer

Secretary: Iris Lipsky

Newsletter: Paul Thomas

A Texas TR Chapter has what appears to be member- made round resin mold refrigerator magnets with various TR designs available for \$5 each. If you are interested, you can contact John Hanten at [info@texastriumphregister.org](mailto:info@texastriumphregister.org). Examples of his work below.

#### Late-TR6 available Triumph colors



#### Other Triumph-related designs



Your stories, videos, articles and pictures are welcomed input for this newsletter. Thank you to all newsletter contributors. Send email to [thomas4511@comcast.net](mailto:thomas4511@comcast.net).