

Redding

British Car Club

Feb 2020

Compiled & Edited by Charles Laurence

From your editor –

At the January meeting I raised my hand and volunteered to put a newsletter together for the club. I had started a British sports car club in Alaska and did a newsletter for 13 years until we moved South in 2010. My approach to a newsletter is that I just compile what you the members

send to me and format it into an easy to read series of pages. Thus I would like to encourage all of you to e-mail me whatever you would like to share with the rest of the group. The newsletter will be as good as you make it. My e-mail address is:

charleslaurence42@gmail.com

I look forward to hearing from you.

From your President – Evert Dale

We have dates for the following events, so MARK YOUR CALENDARS.

March 11th Harrison Gulch tour and picnic

March 28th Stonyford tour

April 29th Waterfall tour

May 16th Maxwell car show

May 17th Dixon car show

May 30th Funkana

June 4 Southfork Ridge tour

July 8 Whiskeytown kayak tour

Aug 12 Woodland Tractor Museum trip

Sept. 12 Etna tour

Oct. 17 Fall color tour Lewiston

Dec. 6th Christmas party at

Cattlemens \$15 per plate with the club picking up the rest.

Members are looking into other events as well, and we will have spontaneous rides as weather and conditions dictate.

If you have a particular event or ride you would like to do, speak up.

Evert

From United British Sports Car Club – We are pleased to announce the 2020 Annual All British Motoring Show and Swap Meet, set for May 17, 2020 at the Dixon Fairgrounds in Dixon, CA. Please visit our website at www.ubscc.org/carshow to register your car or motorbike for the show. You can also order car show regalia, register for the swap meet and more. See you on May 17th!

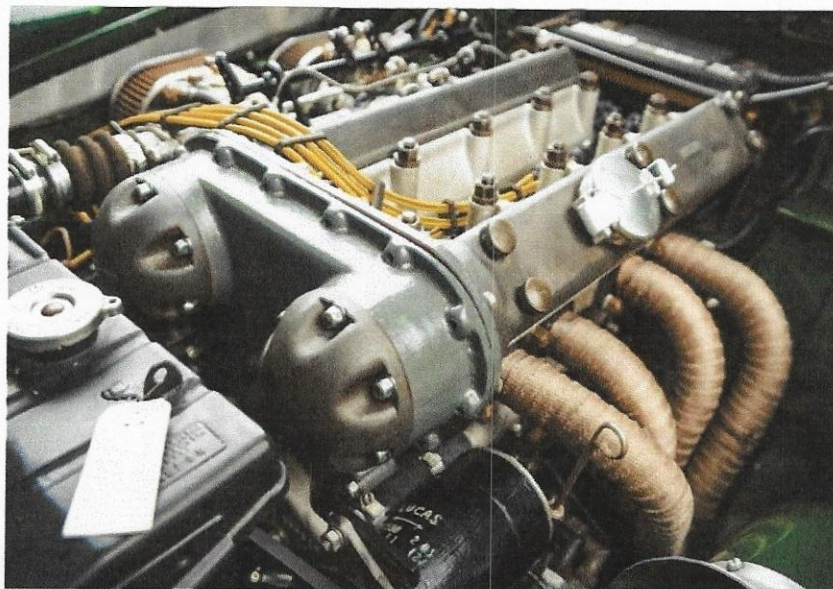
A Classic Triumph

The Triumph TRS was a special works-built racing version of the Triumph TR3, though it has to be said it shared little with the TR3 other than the chassis, and even that was significantly modified.

The two most important aspects of the TRS was the fiberglass body, and the advanced 20X “Sabrina” double overhead cam engine capable of 150 bhp in racing trim – a significant figure for a 2 litre engine at the time.

The Triumph competition department had long prided itself on competing with vehicles that were almost entirely unmodified road cars. Though in order to compete and achieve results at the [24 Hours Of Le Mans](#) they knew they were going to need to create something more competitive than a stock TR3.

Development on the Triumph 20X twin cam was originally intended to be first used in racing, and then modified for use as a production car engine in much the



same way that MG had done with the [MGA Twin Cam](#).

Although the engine's original [code name was 20X](#) it was nicknamed “Sabrina” by the engineers due to the two domed covers on the cam covers on the front of the engine – they felt there was some resemblance to Norma Ann Sykes, a popular model from the era with large bosoms

who had the stage name Sabrina.

[The engineers](#) in the Triumph competition department developed a strengthened, modified chassis sourced from the TR3, their new twin cam 2 litre engine was

capable of 150 bhp in racing tune, and the new fiberglass body was styled after Giovanni Michelotti's Zoom concept design.

The cars that were built to compete at Le Mans were undeniably handsome, though they didn't achieve great success during their first attempt at Le Mans in 1960. It wasn't until a year later in 1961 that they would show their true potential, finishing 9th, 11th and 15th overall – this result was good enough for Triumph to win the prestigious Manufacturer's Team Prize. Despite the notable team success at Le Mans, the Sabrina twin cam engine never made it into production. No one knows exactly how many of them were built but they're now highly sought after by collectors and enthusiasts alike. Funnily enough, MG would have no shortage of problems with their own twin cam engine, eventually pulling it from production after a little over 2,000 had been sold.

The 1959 Triumph TRS shown here – 927 HP

The Triumph TRS you see here is commonly known by its original registration number of 927 HP, which it still carries today. The car is a two-time Le Mans entrant, it was driven in 1960 by Peter Bolton and Ninian Sanderson, then by Les



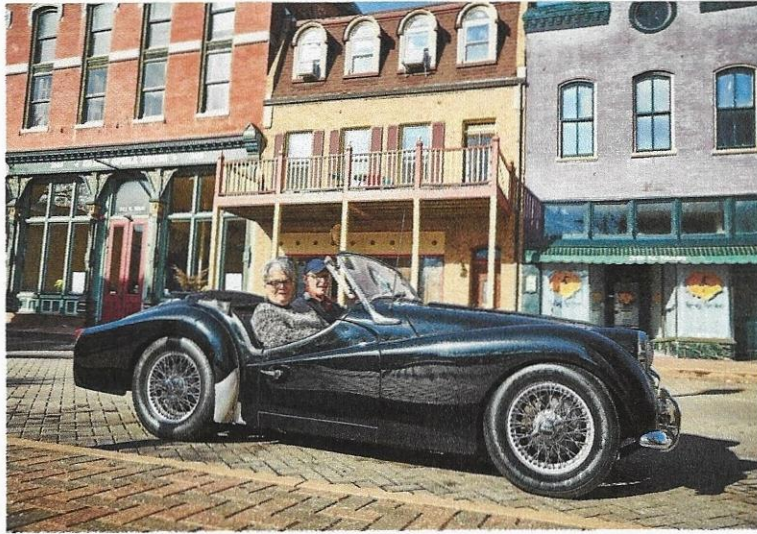
Leston and Rob Slotemaker to 11th place in 1961. After retiring from competition life 927 HP made its way to the USA where it was rarely used, the decades passed and in 2008 it was sold into the ownership of its current owner. The car had been previously disassembled as part of an abandoned restoration, which meant

it was just waiting for the restoration to be completed. The current owner set about restoring it back to the exact 1961 Le Mans specifications using historic images and films, as well as documentation. In total, the restoration took two years which included a comprehensive rebuild of the Sabrina twin cam engine – a highly specialised task in and of itself.

In the year that the restoration was completed, 2010, it was shown at the Le Mans Classic retrospective. Since then it's been shown publicly a number of times, and driven on the road. 927 HP is now up for sale for the first time since its restoration, it's being offered by the team at Pendine Historic.

They used to require permission to drive this Classic British Car.

Steve Halter, 71, a retired agricultural marketing and sales manager from Weldon Spring, Mo., on his 1960 Triumph TR3, as told to A.J. Baime.



On Sept. 20, 1959, my father bought this Triumph new for \$2,756. He could not really afford it, but he just loved this car. We lived in a tiny house with a single-car garage in St. Louis County. My dad had to take all the kids in the neighborhood for a ride, one after the other - me included. At the time, sports cars from Europe were rare, and British roadsters were just becoming

popular: Austin-Healeys, MGs, Jaguars and Triumphs. These were among the first foreign sports cars to catch on in the U.S. The Triumph was built in Coventry, England, and the iconic TR series of production cars started with the TR2 in 1953. There was the TR3, the TR4 and so on, until the series ended in the early 1980s. When I was a teenager, my dad would occasionally let me drive the car, but no way would he let me take it out without him. Both of my parents worked for a trade organization and they would sometimes go to a convention for the weekend. I was dating a girl named Jackie, and we would sneak the car out and go to the local drive-in theater. The biggest thing about these British cars was reliability. On this one occasion, Jackie and I were leaving the drive-in and the car just stopped. I walked 2 miles to a pay phone and called her father. I said, "My parents are out of town. I have to get this car back to my garage, and it has to be perfect! I don't know what's wrong with it." He drove a half-hour and was able to get the car started. In 1970, I married Jackie, and my father-in-law and I kept our secret for the rest of his life. And in 1991, I inherited the Triumph after my parents had both passed away. It is not easy finding experts to work on these British cars, but I found a guy in south St. Louis. It took eight months and about \$3,500 to get everything operational in the early 1990s. Now this car has only 48,000 miles on it and it purrs like a kitten. On Sept. 19 of this year, Jackie and I will celebrate our 50th anniversary. The Triumph was purchased by my dad on Sept. 20, 61 years ago. Jackie and I will celebrate our anniversary by driving to Missouri's wine country. There are these beautiful hills that make you feel like you're in Germany. To me, the TR3 was like the working man's foreign sports car of its era.

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 - I live in the Cottonwood area and was given your club information. I writing you to see if you might know of someone who might be interested in this car. It comes with a history of the car book, along with receipts. It comes with extra hard top, luggage rack and interior cover. Here are a few pictures of it. Should you know of anyone interested, have them give me a call. Asking \$7900. Paul – 530-347-1510



Wanted – I am looking for a pre-1960 MGA. Not a show car but a good solid driver. Contact Charles Laurence 405-834-1170

Upcoming Events

March 11th – Wed - Harrison Gulch tour and picnic

March 28th – Sat - Stonyford tour

April 29th – Wed - Waterfall tour

May 16th – Sat - Maxwell car show

May 17th – Sun - Dixon car show

May 30th - Sat - Funkana

June 4th – Thurs - Southfork Ridge tour

July 8th – Wed - Whiskytown kayak tour

Aug 12th – Wed - Woodland Tractor Museum trip

Sept. 12th – Sat - Etna tour

Oct. 17th – Wed - Fall color tour Lewiston

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