

TRIUMPH CLUB OF NORTH FLORIDA

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October 2015

Triumph Club



Of North Florida

1409 Forest Ave.

Neptune Beach, Fl. 32266

TRIUMPH CLUB of NORTH FLORIDA HONORS LONG TERM MEMBER, GRAHAM THOMAS



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All opinions expressed in the articles, columns and other material included in the newsletter are those of the author and do not necessarily reflect the position of the Triumph Club of North Florida, its officers or members. The Triumph Club of North Florida is not responsible for any technical advice which may appear in these pages.

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Member Help Groups

Wiring Problems

Charles Fenwick

Lance Brazil

Polishes, Waxes, Finishes

Lance Brazil

Vintage Triumph racing

Don Marshall

904-259-9668

If you would like to volunteer to help other members with problems on their cars, let us know and you can be listed here.

Coming Events

October 3, 2015 - First Coast Car Club Show.

See -<http://www.carcouncil.org/upcoming-events>

October 4, 2015 - 1 PM, Club meeting at Kings Head British Pub

October 10, 2015 – British Classics Car Show, Green Cove Springs
Downtown Festival - POC MG Club

October 12th -thru 30th - Gun Range (date by request). See page _7, Aug. Newsletter.

November - TBD - Club meeting and Movie Night at Kings Head Pub

December 6th - 1PM, Club Meeting at Kings Head Pub

SPECIAL PRESENTATION

On a special meeting August 5th, the Triumph Club of North Florida presented a plaque to Thomas and son, Paul Thomas in memory of Graham Thomas. The plaque was installed on the wall of the Kings Head Pub next to our regular meeting area. A fitting tribute to a great long term member.



Janett Thomas and Son Paul Thomas
standing by the plaque



TCNF on Sept. 8, honoring Graham. Photographer was Stan Kinmonth.

From left to right: Sid Mansur Barry Northway, Norm Reimer, Lance Brazil, Paul Thomas, Jerry and Louise Popp, Vic Hall, Steve Arrington, Sue Reimer, Janett Thomas, and Gail Mansur.

President's Corner

The British Car Classic Mk XXVII Show is just around the corner. I have surveyed the location in Green Cove Springs Recommend getting there a bit early. There are other car clubs and vendors that will be there. If you are going, mail in the registration; not only will it save you time, it will help our MG friends secure a better parking area. The show is October 10, starting at 10 AM. Take 17 South from 295 to Green Cove Springs.. From 17 (Orange Ave) make a right on Walnut Street. (Should have an event coordinator provide directions from there) . Want to thank Lance for coordinating the event at Sandy Bottom, we should do it again.! See you this Sunday, at the Pub.

Charles Fenwick

SEPTEMBER 8TH MEETING in FERNANDINA

In keeping with our plan this year to have several meetings in locations around our area, our TCNF Club meeting was held in Fernandina this month. Site for this meeting was the Sandy Bottoms Restaurant. This is right on the ocean and as you can see below, the view was terrific (I refuse to use the term 'awesome' more than once per newsletter). Although the weather was iffy all day and raining in Jacksonville when I left, it all cleared out just before meeting time and was very comfortable, bright and clear. So much so, that we sat outside and enjoyed the cool sea breeze and watched the great view as dusk arrived. Other than a minor error in one order, the food was quite good - at least there were clean plates when all finished, and the beer was cold. The treat of rain did keep the Triumphs away, except for Janett Thomas' TR 3

We know that some members have a bit of traveling to do to make meetings, so it is the least we can all do to try to make these meetings when not at the Pub. Please make plans to attend when the next "away" meeting is announced.



FIRST CARS

The Starter Button by Lance Brazil

Many of the new cars now have a starter button. As long as you have the key fob on your person, all you have to do is press a button and the engine starts. Some of the older LBCs had a button also.

My first car, a 1952 Chevrolet four door sedan—lemon yellow, by the way—also had a starter button on lower left edge of the dash. I did have to use a key with it. I would turn the key to the START position with my right hand and press the start button with my left thumb. Each time I pressed the button I prayed that the car would start. Whether it started or not was often dependent on whether or not I had a date in the car.

I had that car for a little over three years and soon discovered that, as long as the engine was cold, it would start on the first try. If the engine was warm, it was anybody's guess when it would start. It came with an automatic transmission. When it failed, a friend offered to help me convert it to a manual transmission.

Off we went to the junkyard for a bell housing, flywheel, throw out bearing and fork, clutch, and pressure plate all for about \$30. After a couple of days work and a lot of borrowed tools we had a three speed transmission installed.

I replaced the starter in hopes of making the car a little more reliable. The problem did not clear up. I put another starter in with the same results. Finally one of the men at the auto parts store asked me the *right* question: "Is this engine the 216 or 235 cubic inch engine?"

It turns out that there were two starters used that year, a two-pole starter for the smaller engine and a four-pole heavy-duty starter for the larger engine. Once the correct starter was installed, the car started every time.

Do you remember starter buttons?

Steve Arrington's first - My first car was a 1955 Nash Rambler station wagon with a Briggs & Stratton 6. *That's right just a very large lawn mower.* Actually the engine was very reliable. My starter button was on the floor and should have been engaged with a full depression of the clutch pedal, but the small strip of metal attached to the pedal to hit the button was broken. So, I had to hold my left foot just so to keep the clutch down while pushing the button with my toe. It did have a key that had to be turned too. This was a heavy small car - bet you could make 4 of today's cars from the sheet metal in the Rambler.

What is your FIRST story? Email it to Steve at arringtonsp@att.net

Pleased with these Triumph Parts

I recently installed an interior panel kit for my Spitfire from Prestige Auto Trim in the UK, (www.prestigeautotrim.com/usa) They make a full range on interior kits and tops for British Cars with options and quality up grades.. Their home page sold me on the quality. I have installed other kits that require guessing where to put the holes. The holes are pre marked from the backside of the backing material and align up to factory holes. The only drawback is the kit is made to order and will take about a month to arrive. There was no surprise about shipping cost. (\$40.00) I could not place the order online and ended up using the 1-800 number direct to the UK. I will buy from them again.

Early Spitfires and TR series came with a fuel pump with a priming level. This was a nice feature if you ran out of gas or the car set for a while and the carbs needed to be primed. Spitbits carries a Spitfire version and Moss Motors carries the TR-series According to Nigel at Spitbits the priming level Spitfire fuel pumps run at a constant 3 lbs of pressure and almost a direct copy of the original AC pump. Some factory and aftermarket fuel pumps pressure increases as rpm increases providing more fuel than the engine needs, thus lower gas mileage. This a problem common for Spits with Weber carbs. and suspect that is the problem with my Spit. Weber Redline recommends a pressure of 2.5 to 3 lbs. The other tidbit of information from Nigel is a true Weber Carb (Redline) are correctly jetted for the Triumph engine., the China copies are not.

I prefer buying parts from the small parts suppliers, but sometimes you need the part now and the shipping cost can be as much as the part. I needed a U-joint for the Spit and got the part in one day from Autozone. It came with a lifetime warranty. The grease fitting is on the bearing cup, which some suppliers do not have or its located inside on the housing. I do recommend packing a bit more grease on the pin bearings to keep the bearing from falling out as with any new j-joint.

Charles Fenwick



From The Vintage Triumph Register
<http://vintagetriumphregister.org/itali>

From Last month's Newsletter - The very rare Triumph Italia 2000 GT (to call it by its full name) was produced over the period 1959 to 1963. Produced is a relative term when it comes to Italias, since something less than 300 were ever made. "Serious" marketing efforts in the U.S. included each original owner having to sign a contract that included among its clauses the fact that no body panels or trim pieces were available as spares! Couple that fact with the \$5000 list price, which was perilously close to that of an E-type Jag or fuelie Corvette, and you can imagine that the average U.S. sports car buyer didn't exactly beat down the doors to purchase one.

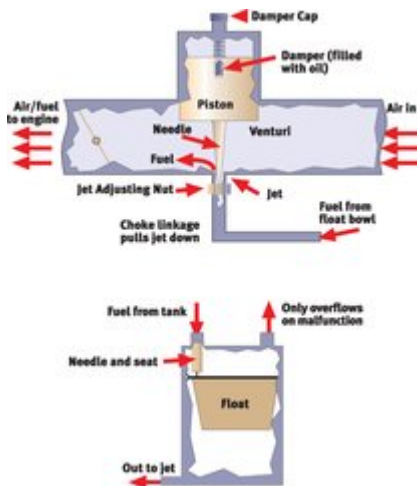
SU CARBS - Part 1

Written by Carl Heideman from Classic Motorsports

No matter what the name on the valve cover, so many British classics rely on the ubiquitous SU carburetor: Jaguar, Triumph, MG, Rover, Rolls-Royce, Bentley, Morris, Austin, Sunbeam and so many more. And not only did almost every British manufacturer specify SU carburetors, but so did other companies. Volvo and Saab also used them, while Hitachi-built versions of the SU were used by Datsun.

Sure, Webers may be sexier and have more racing titles to their credit, but for normal use these SU carbs work well. While some people are quick to cast SUs aside and look for an upgrade, a little understanding and mild tuning can go a long way, whether the goal be increased performance, better drivability or improved fuel economy.

How They Work



Based upon a principle developed and patented by George Skinner in 1905, the SU (as in Skinners Union) carburetor changed very little until emissions regulations pretty much made them obsolete about 30 years ago. The SU is about as simple as a carb can get: it has very few moving parts, usually only one fuel circuit, and far fewer springs, balls and other complicated pieces than conventional carburetors.

All carburetors make use of the venturi principle. Daniel Bernoulli, an 18th-century Swiss scientist, used a venturi, a tube that is narrower in the middle than it is at either end, to discover that as the velocity of a fluid increases, its pressure decreases. As the air and fuel pass through the venturi's narrowed passageway in a carburetor, the mixture speeds up; the resultant drop in pressure is what causes the fuel to atomize.

The SU employs this principle differently because it varies the size of the venturi. Hence, the SU is called a variable venturi carburetor and is grouped with those built by Stromberg, Predator and Amal.

In the center of the venturi is a piston with a tapered needle affixed to its bottom side. The piston has holes positioned in it so that as air is sucked through the venturi, vacuum above the piston makes it rise. When it rises, not only does more air flow to the engine, but the needle allows more fuel to flow from the jet below. The needle is a precision piece, with nine to 16 specific diameters measured during the manufacturing process to ensure proper fuel flow throughout the range of air flow to , and the tapered needle ensures that a proper fuel mixture is obtained at any air flow.

This self adjustment needs a little help at two times: During cold starting and hard acceleration, when a the carb.

Thus, the SU self-adjusts to the air/fuel requirements of an engine. It only flows as much air as necessary richer-than-normal air/fuel mixture is needed. SUs handle these two situations differently, but again use very simple means.

Cold starting any engine requires more fuel in the mixture. With conventional carburetors, this is done by limiting air intake, or choking the mixture. SU carburetors do the opposite, increasing fuel flow to richen the air/fuel mixture without limiting air flow. Most SUs do this by lowering the jet, which allows more fuel to flow thanks to the needle's taper.

Conventional carburetors use an accelerator pump to squirt more fuel into the mixture on hard acceleration. Again, SUs take a different tack. The piston/needle assembly is damped via a plunger in an oil-filled tube, forming a sort of shock absorber for the carburetor. The damper slows and smoothes the movement of the piston. On hard acceleration, vacuum that would otherwise quickly lift the piston is redirected to quickly suck more fuel out of the jet. As the piston slowly continues its rise, the mixture returns to a more normal ratio.

Basic Tuning



A set of British wrenches and SU jet wrenches (top) are useful tools when working with SU carburetors. These are available from most British car suppliers for relatively low cost.

Assuming that the carburetors are in good condition and have properly sized needles in them, the tuning procedure is not as complex as most people think. However, before the carbs are touched, ignition dwell and timing must first be correct. It's a good idea to ensure valve clearances are correct as well. A quick check for vacuum leaks is next, and only once this is done is it time to move on to the carburetors.

Next, if there are two or more carburetors, they need to be synchronized. This can be done with either a dedicated synchronization tool or a short length of hose. With the engine running at idle—usually 600 to 1000 rpm—the synchronization tool is placed over the inlet of each carburetor to get a reading on its gauge. The idle screw is adjusted on each carburetor until each one gives the same reading on the synchronization tool.

The low-buck method is to substitute a 12- to 18-inch length of 1/4-inch or 5/16-inch hose for the tool. Hold one end of the hose up to the air inlet of each carb and the other end to your ear. When each carb emits the same noise through the hose, they are synchronized at idle. (Note that revving the engine slightly and periodically throughout the adjustment process helps to “clear out” the carbs.)

After the carbs are synchronized at idle, the throttle linkages can then be adjusted to ensure they remain synchronized throughout the rpm range. With just a little free play in the linkage, each throttle arm should start moving at the same time when the accelerator pedal is depressed. If not, the locking nuts can be loosened to adjust the linkage.

The idle mixture is set next. The conventional method, which is published in most manuals, works very well. First, each piston is lifted slightly, about 1/16-inch (usually a small screwdriver is helpful for this step). If the engine speed falls off, the mixture is too lean and the jet is lowered via its adjustment nut or screw. If the rpm rise, the mixture is too rich and the jet is raised. If raising the carb’s piston causes the engine speed to rise by about 50 rpm before returning to its previous level, the mixture is just right. An alternate method is to use a vacuum gauge and adjust the mixture in each carb to get the highest vacuum at idle that is possible.

At this point, the idle speed can be verified to be correct and the tuning is nearly done. All that is left is the “choke” adjustment. As discussed before, SUs don’t really have chokes, as they richen the mixture instead to allow smooth engine starting. This is usually accomplished through a linkage and cam that lowers the jets and raises the idle speed. The linkage and cam only affect idle speed in the first two-thirds of the distance of choke cable travel; it increases the air/fuel mixture as well as the idle speed during the final third of travel.

The two steps to adjustment are to ensure that multiple carb setups have proper linkage balance between carbs, then to set the high-speed idle screws that touch the cams. High speed idle is usually around 1800 rpm.

Rebuilding Old Carburetors (next part)

Join the Triumph Club of North Florida

If you're interested in Triumph cars, You should be a member of TCNF. The benefits are outstanding, a monthly newsletter that is entertaining as well as informative with free ads to members, monthly events, rallies, shows, picnics, tours and camaraderie with fellow enthusiasts...

Membership Application/ Renewal

----- (Please Print) -----

New _____ Renewal _____

Car Information

Year Model Comm #

Name _____

1. _____

Spouse _____

2. _____

Address _____

3. _____

4. _____

5. _____

Home Phone () _____

Please circle interest in:

Work Phone () _____

Tech Sessions

Email Address _____

Social Events

Autocross

Tours

Fun Rallyes

Car Show

VTR Member? Yes _____ No _____

T-S-D Rallyes Races

TRA Member? Yes _____ No _____

Make your \$25.00 check payable to:

Triumph Club of North Florida,
c/o Norm Reimer,
1409 Forest Ave.
Neptune Beach, Fl. 32266