

# TRIUMPH CLUB OF NORTH FLORIDA

Volume 28 Issue 4

April 2016

*Triumph Club*



*Of North Florida*

12036 Royal Fern Lane.

Jacksonville, Fl. 32223

## Triumphs make for a Happy Girl One Great Triumph and One Great Waitress



**Our Kings Head Pub Waitress for March , Karah Froitzheim, in the driver's seat.**

**1966 TR 4 Triumph is owed by Alex and Penny Levy.**

Notify Norm Reimer of address changes at (904) 246-6044 or email to "suennorm@comcast.net"

*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.*

## Club Officers

### **President:**

Charles Fenwick: (904)-505-1071 [charlesfenwick@bellsouth.net](mailto:charlesfenwick@bellsouth.net)

### **Membership Secretary:**

Barry Northway (904)-473-5773 [trdriver.bn@gmail.com](mailto:trdriver.bn@gmail.com),

### **Secretary/Treasurer:**

Norm Reimer (904) 246-6044 [suennorm@comcast.net](mailto:suennorm@comcast.net)

### **Events Coordinator:**

Cam Anderson [Cam1416@gmail.com](mailto:Cam1416@gmail.com),

### **Newsletter:**

Steven Arrington (904) 262-7071 [arringtonsp@att.net](mailto:arringtonsp@att.net),

Lance Brazil (904) 860-6799 [lbrazil@bellsouth.net](mailto:lbrazil@bellsouth.net)

### **Board Members at Large:**

Jerry Popp (904) 287-1891 [geraldjpoppp@bellsouth.net](mailto:geraldjpoppp@bellsouth.net)

Walt Lanz (904) 641-4089, C-631-8395; [jaxwalt@gmail.com](mailto:jaxwalt@gmail.com)

## 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

**April 9th** - Club Meeting and Road Trip to Black Sheep Pub, Ormond Beach.

Instruction on meeting for scenic drive down TBD - see page 3

NOTE: Call or email Vic, so he can assure places at Pub.

[vic\\_hall@bellsouth.net](mailto:vic_hall@bellsouth.net)

**April 23rd** - Free Lunch at Kings Head Pub - Up to \$12 in value

**May 14th** - Club Meeting at St Mary's We Pub and Sub Museum

**June 4th** - Club Meeting at Kings Head Pub, St Augustine and Moody Museum

**July 10th** - Club Meeting -1:00 PM at Kings Head Pub

**August** - TBD - May be a short road trip

**September 11th** - Club Meeting -1:00 PM at Kings Head Pub

**October 22nd** - British Car Show at Kings Head Pub

**NOTE: Dues are Due and Late** - Send to Norm asap

## April 9th - Club Meeting and Road Trip to Black Sheep Pub

Time to shake off the dust, cobwebs and fold the top down, invest in some high test and hit the road. Thanks to Vic Hall , for planning and setting up this event. Continuing to move meeting points around our region so some members will have shorter drives , this month's meeting will be in Ormond Beach at the Black Sheep Pub. And to make this special we will meet at the Kings Head Pub to drive down together. Vic has set up a mini-ralley drive. Time to get the cobwebs out of our heads too I guess.

You need to call or email RSVP to Vic so he can adjust the reservations.

[vic\\_hall@bellsouth.net](mailto:vic_hall@bellsouth.net) / 386-503-7823

See this site for info and menu - <http://www.theblacksheep.co/index.html>

See this site for Map [http://www.theblacksheep.co/Contact\\_Location.html](http://www.theblacksheep.co/Contact_Location.html)

If you cannot join the drive , plan to me us there at 12:00 noon.

As it is nice to share such fun, several folks from our neighbor MG Club will be joining us. Hope to see many Triumphs in the lot.

### **April 9, 2016 - TCNF Road Trip to Black Sheep Irish Pub Ormond Beach FL**

#### **GENERAL INFORMATION:**

Please **RSVP by April 5<sup>th</sup>** so I can give the restaurant a head count.

Email address: [vic\\_hall@bellsouth.net](mailto:vic_hall@bellsouth.net)

Please wear a hat and bring some sun block if you are driving with the top down.

Please print out the driving instructions and bring with you. Please have a pen or pencil and answer the questions.

**Driving instructions:** the miles are approximate.

- 1 – Everyone to meet at Kings Head Pub at 0930am and departing there at 10am.
- 2 – Drive south on US-1 to the interchange of I-95 (Exit ) approx 35-40 minutes. I will meet everyone in the parking lot of the Dairy Queen on your left after passing under the interchange.
- 3 – Departing there by 1130am and heading south on US-1 for a short distance to Old Kings Road.

***What is the name of the museum on the left?*** \_\_\_\_\_

- 4 - Turn left onto Old Kings Road and drive for 4.4 miles

***What is the name of the school on the right?*** \_\_\_\_\_

- 5 – At the stop sign turn right, watch for the sharp curve (approx 90 degree) and drive 3.7 miles

***What is the name of the two fast food places on your right at second stop the light?*** \_\_\_\_\_

6 – Proceed through the second stop light for 6.1 miles on Old Kings Road.

***What is the name of the car wash on your right?*** \_\_\_\_\_

7 – Proceed on under the stop light (SR-100) going past Old Kings Elementary School for 5.3 miles.

***What is the name of the state park you pass?*** \_\_\_\_\_

8 – We will then turn right onto the Old Dixie Hwy and drive for 3.4 miles to the ruins of the Drummet Plantation.

***What we ruins of?*** \_\_\_\_\_

9 – Turning around and driving 2.9 miles to Bulow State Park.

***What was the attraction?*** \_\_\_\_\_

10 – Drive 1.1 miles and turn on to Walter Boardman; be careful on this turn.

11 – Drive to the stop sign and turn right on to High Bridge Road and proceed 1.8 miles, after the bridge prepare to make a left turn in to a rest area.

***What was the name of the pit stop?*** \_\_\_\_\_

12 – Upon leaving the pit stop turn left drive 0.4 miles towards A1A and turn right.

13 – Drive for 8.7 miles along the beach (ocean will be on the left. Enjoy the view.

***What is the name of the state park you are driving through?*** \_\_\_\_\_

14 – At the Granada Ave {aka SR-40} light proceed through and drive for 1.6 miles.

***What is the name of the restaurant on your right?*** \_\_\_\_\_

**15 – We have arrived at the Black Sheep and they are to have blocked a parking area for us.**

16 – After lunch we will proceed back 1.6 miles to Granada Ave {aka SR-40} light making a left turn and driving 1 mile over the Halifax River Bridge.

17 – At the bottom of the bridge make a right turn onto North Beach Street passing Tomoka State Park and crossing over the Tomoka River basin, for 4.7 miles.

18 – We will turn left on to Pine Run for about 1 mile until we are at US-1

At this point turn right on to US-1 heading north where you can also pick up I-95 north.

***I hope that everyone will enjoy the ride, lunch and have a safe ride home.***

## **Update on Lance Brazil,**

As you all know, Lance had to spend a short time in the hospital the last week in February, but is doing better now and improving steadily.

Steve and all,

I am doing very well. still not up my old stamina. I walked my previous exercise walk last Thursday and had to stop and rest twice on the way home. I will take more small walks until I get my strength back. Thanks to the Triumph Club members who visited me while I was in the Hospital. I will be back in the swing of things soon.

Lance

I know we all send Lance our wishes for a full recovery soon

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## **SAFETY TIP**

by the Car Guy

I thought this would be a good one to bring to everyone's awareness. Let's talk about our 'rubber fuel hoses on our cars for a bit. You might wonder, "What's there to talk about?" When then, pull up a chair, get cozy and let me tell you.

But first, some basics. Depending on the year and model, our MG's have anywhere from 14 to 40 linear inches of rubber fuel hose. Back when manufactured, the O.E. quality of the rubber hose utilized for conducting fuel wasn't anything to get too excited about or write a letter home to Mom about. It was rather 'Ho-Hum & iffy to say the least.

One of the major causes of British Sports cars prematurely biting the dust back when they were new, other than wire wheel fractures in high speed corning that ended up in a crash, is being destroyed by a fire resultant from a ruptured fuel hose.

Nothing was really standardized back then. The British thought, "Hey! We own all these natural rubber fields over in North Africa. We'll just make our rubber fuel hoses from that source of rubber!

It may have looked good on paper at the time but it became an inherent flaw with the car(s). Failure of original natural rubber fuel hoses on British cars ran a close 2<sup>nd</sup> to the primary cause of grief that is otherwise known as - 'Sir Lucas Electrics.'

Any natural rubber component on older classic British cars will prematurely deteriorate mainly because of UV but for other reasons too. The longer a rubber component it's kept from the sun, the longer it will last. Maybe. Eventually, Mother Nature & Father Time will turn anything made of natural rubber - to toast. Not as quickly as a ripening avocado, but over time, they become hazardous aka "Danger Will Robinson. DANGER!!!"

Typically, back then, an O.E. fuel hose would begin to show signs of deterioration after 3 years of usage, depending on the climate. The hoses would begin to get stiff and brittle from UV exposure on its surface as well as a petroleum distillate product attacking it from the inside. Sometime after that, if left unattended, it becomes prone to breaking, usually at the end of the male nipple it's attached to, near the edge of the clamp that's securing it.

Imagine this happening to you: You're 250 miles away from home heading to a week-end long event, packed up and psyched - cruising at speed with a smile on your face and a song in your heart. It's about 2 o'clock in the afternoon and all disharmonic vibrations are now harmonized at the perfect speed of 82 m.p.h.

Then, out of the 'clear blue' - you smell a whiff of gasoline. Right after that you see plumes of smoke bellowing out from under the bonnet. Your first benevolent thought, "OMG!" Got the picture?

Well, that scenario happened to me, back last millennium in the 70's. Fortunately I had an extinguisher on board and was able to get things under control inside of three minutes and subsequently 'I saved the day.' Other guys in the past were not as fortunate, not having any means to respond in a rapid manner and their cars burnt down.

### **Fast forward - Present Time**

Here's what you need to know - and give credence too:

1. Today's fuel is totally different than when our cars were manufactured. Yesterday's fuel was a product of oil and had very few additives other than lead. This was the fuel that tore up the original natural rubber hoses of the time.
2. Today's fuel is less than a 50% oil distillate product. The rest is a blend of wicked waste products from chemical factories from around the world. This is how they get rid of everything that's illegal to dump in streams, rivers, lakes & oceans.
3. Back growing up you wouldn't think too much about getting some Sunoco 260 in your mouth during a siphon routine. You just spit it out, wipe your lips and carry on. **WARNING: Do not do this with today's gasoline! Seriously!!! It will kill you!!!** It's more toxic than toxic and is highly carcinogenic. Try to refrain from getting any on your skin. It will assimilate and cause the liver and kidneys major grief. Protect your hands when cleaning up spillages. Use common sense & keep your health.

4. Today's fuel will tear up older rubber fuel hoses in a heartbeat. It will also attack brand new cheaper generic fuel hose, the kind normally obtainable down the street at your local corporate chain auto parts store. Remember: Not all rubber fuel hose is the same.

5. The largest culprit in today's fuel that attacks rubber fuel hoses is 'ethanol.' This guy leads the pack of marauders along with the rest of his toxic buddies.

6. Our cars have one of two different size rubber fuel hoses. Typically, MG Midgets have the ¼ inch I.D. size and the MGBs have the 5/16 inch I.D. size. Occasionally there are various years of production that incorporate both sizes on one model.

I've always been an 'overkill' kind of guy with anything remotely related to either safety and reliability. I don't skimp when lives are involved or inconvenience may occur. I'm of the mindset to first 'find out what's best' and then proceed in that manner from there. I'm also a sucker for anything 'Hi-Tech' - that makes me look good.

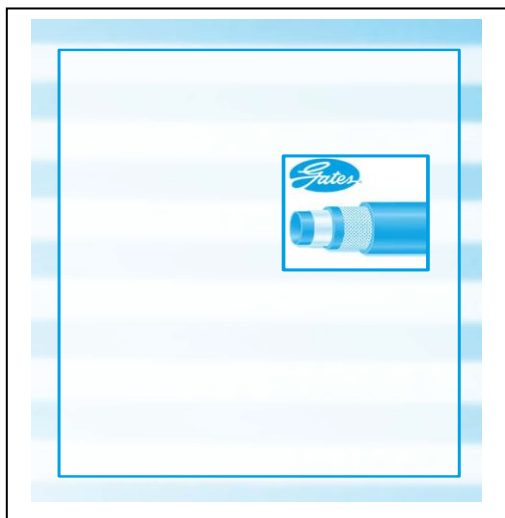
With that said, in consideration of which 'fuel hose' brand to use - **GATES** is by far the leader in the industry. They offer a superior line of both rubber fuel hose as well as belts for our cars. Your local N.A.P.A store should be able to serve you.

When replacing your fuel hoses you want the **Barricade™ Ethanol Proof Fuel Hose by Gates.**

**Gates "Barricade"** fuel hose can accommodate any fuel used with a conventional carburetor, and exhibits extremely low permeability.

Gates "Barricade" fuel hose is compatible with ethanol, methanol, and all blends of gasoline and alcohol.

'Barricade' achieves five times less fuel vapor permeation than conventional hoses. It's rated for up to 50 PSI for any carburetor application. It's also rated for temperatures from -40 to 257 degrees F.



Besides N.A.P.A, MOSS is selling this hose too.

Part #: 379-214 Fuel Hose, Barricade™, ethanol proof, 1/4" ID Part #: 434-451 Fuel Hose, Barricade™, ethanol proof, 5/16" ID They sell it by the inch for \$.20 per inch.

MY RECOMMENDATION: Come spring and the birds are beginning to sing - get up close and personal with your fuel hoses. An iffy hose will either be 'hard and brittle' (a characteristic of an older natural rubber fuel hose) or soft, perhaps 'sticky' and mushy, which is how the newer generic rubber hoses behave. Don't forget about the hoses 'under the chassis' back by the fuel tank and pump. Or, just to be on the safe side of the coin and never have concern for your fuel hoses ever again, just replace them all with 'Barricade' hose, by Gates.

If you'd rather not do this job yourself, give me a call from April 15~~th~~ onwards to get on the shop schedule.

I can do this job for you while you wait.

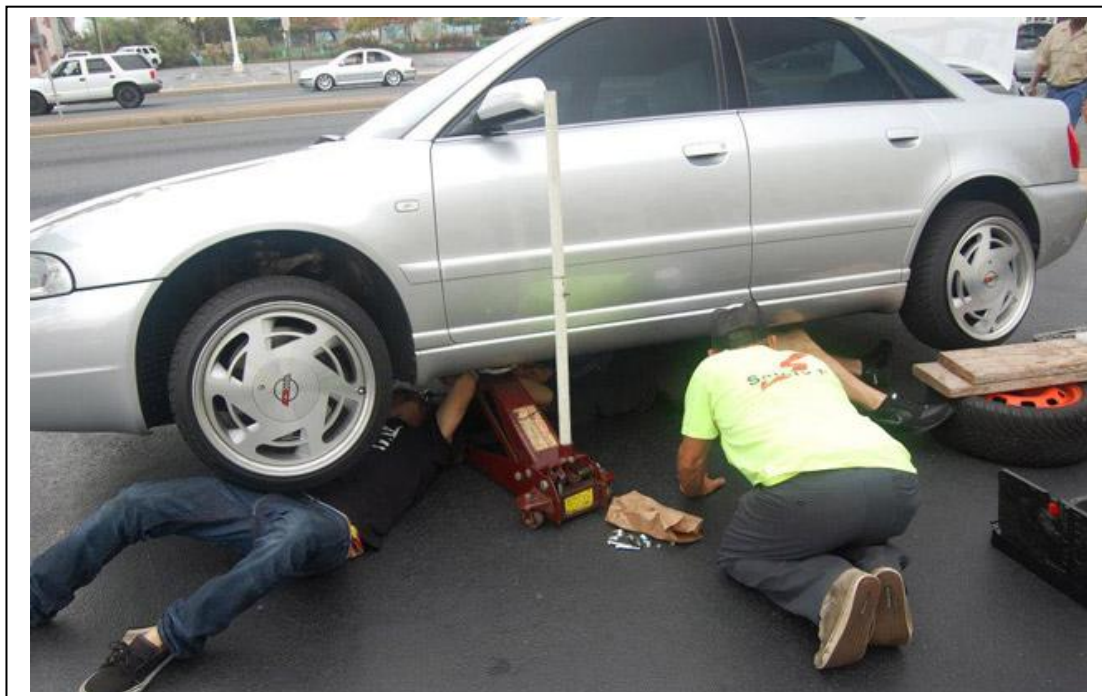
Steve Chivington - 216-408-4834

(provided by The Emerald Necklace MG Register Newsletter)

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### Safety Tip - NOT

If this is how you work, might want to increase your insurance





## 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

T-S-D Rallyes    Races

VTR Member? Yes \_\_\_\_\_ No \_\_\_\_\_

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