

TRIUMPH CLUB OF NORTH FLORIDA

Volume 30 Issue 1

Feb 2018

Triumph Club



Of North Florida

1409 Forest Ave.

Neptune Beach, Fl. 32266

DRIVE YOUR TRIUMPH DAY WITH 5 TCNF CARS IN FRONT OF KINGS HEAD PUB



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.

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Coming Events

MARCH 3rd - Club Meeting at Kings Head Pub - Planning; 1:00 PM.

April 7th. Meade Gardens Show (details to follow)

May 19th. Celebrate the Royal Wedding. Due to time differences the wedding will be over by the time we wake up. King's Head British Pub. 1:00 PM, Saturday

May 26th. Boot Sale (sale of no longer needed items for your British Car.) Pub

June 2nd - Visit to Ft Clinch, Fernandina (details to follow)

July 7th - Club Meeting at Kings Head Pub; 1:00 PM ,Saturday

Aug. 5th - Club Meeting at Kings Head Pub; 1:00 PM, Sunday

Oct. 20th - British Car Classic, Mark XXX - hosted by TCNF

OTHERS: First Fl. Chapter Military Vehicle Preservation Association Rally - Feb 24-26; Renninger's Antique Center /Flea Market, 20651 US 441, Mt Dora, FL. 32757.

- SWFL Nationals Car Show & Classic Car Auction; March 18-19, 2017;
Go to www.roadhousepromotions.com

FCCC - <http://www.carcouncil.org/events/> ; for other local car events

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.

President's Corner – Important!

On Monday evening, February 12, 2018 the four area British car clubs met. The main point of interest of all clubs is to alternate duties of hosting the annual British Car Classic. The clubs were: St. Johns Austin Healey Club, MG Classics, Jaguar Club of North Florida, and Triumph Club of North Florida.

Hosting and moderating the event was Richard Gross of the MG Classics. The main point considered was that it is very difficult for a club to do all the work on the show every other year. All clubs agreed to help the hosting club with the event. TCNF will host this year's show as planned, Jaguar club will host in 2019, MG Classics in 2020, and back to TCNF in 2021. The Austin Healy Club does not have enough members to take on the full responsibility of running the show but will have volunteers at each of the shows to assist.

I am all for helping each club in running the BCC show. All three of the British clubs offered their help and we will work with them to get a good group of hard working and able workers to put on an excellent show. Currently we can use help in parking, registration, and especially counting the votes. I plan to have all votes counted as they come in with a cutoff at 1:00 p.m. and awards given out around 2:00 p.m.

I was pleasantly surprised at the number of people who said they liked the King's Head British Pub as a venue for the show...authentic British food, British Beers, and lots of parking. An added benefit is that we get a lot of drive by traffic stopping to see the show and maybe even pick up new members for each of the clubs.

The other idea for the coming years is at least one planned event with all clubs invited and participating. Consensus is for a driving event (to get more visibility for youth and have fun) and just to enjoy meeting other likeminded car aficionados. Currently Richard Gross of the MG Classics is pulling together two Saturdays in April for a drive and a picnic. The second date would be a rain date. For all of TCNF events we are inviting the other clubs to join us.

It looks like it is going to be a great year for all four clubs.

Final note: I do not answer calls on my cell phone if I don't recognize the number. As my outgoing message says, leave a message and I will call you back. If you don't leave a message, your number will be blocked in the future. If you leave a message I will put you in my contacts list for future calls. I strive to answer all calls from friends and club members.

Lance Brazil

A little laugh - <http://biggeekdad.com/2016/04/emergency-brake-malfunction/>

Triumph TR3B

In 1961 Triumph's American dealers were concerned that the new TR4 would appear too decadent for sporting motorists, so the logical solution was to use their surplus TR3A body shells for a stop-gap model. The 'TR3B' was never officially available on the British market and the later versions combined the TR4's 2,138cc engine and all-synchromesh gearbox with the familiar styling. Sales ended in October 1962, and the TR3B is now regarded in many quarters as one of the most desirable open top Triumphs.

How to make your classic car's fuel delivery system dependable

by [Rob Siegel](#) //

A few weeks ago, I [introduced the idea](#) that, when a vintage car dies while being driven, most of the time the cause isn't some random lightning bolt from the blue, but is instead one of The Big Six ([ignition](#), fuel delivery, cooling, charging, belts, ball joints). This week we'll drill down into the fuel delivery system.

On a vintage carbureted car, the **fuel delivery system** is simple, consisting of just a fuel tank, rubber and metal fuel send lines, a low-pressure fuel pump, a fuel filter, and one or more carburetors. Mechanically fuel-injected cars from the '50s, '60s, and '70s add an injection pump or a fuel distributor, injectors, a high-pressure fuel pump, a pressure regulator, and a fuel return line. Electronically fuel-injected cars kick the level of complexity up significantly, incorporating an electronic control unit (ECU) and a variety of sensors.

But no matter which configuration you have, it all starts with clean gas being pumped at the right pressure through leak-free lines.

Check for Leaks!

You can have a little coolant or oil dripping, but not fuel. Because gas is so flammable, there needs to be a zero-tolerance policy. If the rubber fuel lines and clamps in your vintage car are original or haven't been changed in, well, you don't know how long, they should probably be replaced. In addition to the rubber lines themselves ballooning or cracking, the bite of the rubber against whatever metal tube it's attached to, and the bite of the hose clamp into the rubber, weaken with age, allowing leaks to form.

Further, on a fuel-injected car, the fuel pump pressure is high enough that it won't just leak a little—it'll spray fuel. Conversely, on carbureted cars, old braided cloth fuel lines at the gas tank can sometimes be porous enough that, during a springtime start when the float bowls are dry, the low-pressure mechanical fuel pump will try to pull gas out of the tank and instead will suck air through the lines, preventing the float bowls from filling up. So, replace those old fuel lines!

On fuel-injected cars, there are also rubber seals to check. I don't mean the rubber o-rings at the injectors; these typically don't cause fuel to leak out. On mechanically-injected cars such as my 1972 BMW 2002tii, old rubber seals at the injection pump can be a major source of fuel leaks, spraying fuel everywhere when they deteriorate. Changing these when you change the rubber fuel lines is good insurance.



Leaking o-rings in the injection pump of a BMW 2002tii

Clean Gas: Performing a Full Back-To-Front Sort-Out

If a car has been sitting for years, the fuel system will almost always require attention. A primary reason is that gasoline itself is problematic. Gas that sits can do one of two things. It can slowly evaporate, leaving a gummy varnish. Or, if it's oxygenated fuel with ethanol in it, it can absorb water. Gas tanks in vintage cars are usually steel, so water will cause the tank to rust. If a car is run with a rusty tank, the fuel pump will send the rust toward the engine. At a minimum, it can clog the fuel filter and any small mesh screens. If rust gets past these, it can clog up the jets and passageways in a carburetor, or the fuel injectors in an injected car.

A back-to-front fuel system sort-out is flat-out necessary in a long-dormant car, but is also great prophylactic maintenance in a driver before a long trip. First, open up the gas tank, and smell, then look. If it smells like varnish, you need to drain the tank and clean the varnish out with solvent. Be sure to check the pick-up tube that sends the gas to the engine, as this may also be clogged with varnish.

If, on the other hand, the gas smells like, well, gas, look through it with a flashlight for rust and sediment in the tank. If fuel with ethanol in it has absorbed water, though, you can't really see that. For this reason, you should drain whatever old gas is in the tank of a car that's been sitting, even if you don't see or smell anything amiss. And you'll often be surprised at the amount of rust and sediment that comes out. Next, remove every rubber fuel line, then use a compressor and an air nozzle to blow through the metal line that runs to the engine. Wrap a clean rag around the end of the line so you can see what's coming out.

If it's rusty, continue to blow until it's not. Replace with new rubber fuel lines.

Remove the fuel filter, tap the inlet onto a paper towel to look for rust contamination, and replace it with a new filter. If the car has any fuel screens, be certain to check and clean them.

If the fuel pump is old, or if there's any evidence of rust in the fuel tank or filter, just replace it. I've worked on cars where the tank was cleaned but the fuel pump wasn't replaced, and the pump was full of rust and continued to spit it forward.

If the car is carbureted and you found rust in the gas tank, pull the top off the carb and check for rust in the float bowl. Lastly, connect a pressure gauge with a tee to the fuel line where it enters the engine, start the car, check for leaks, and verify the correct fuel pressure for you model.



Sudden Death

If your car is driving down the road one moment and dead in the breakdown lane the next, and it has spark, make no mistake about it, the prime suspect is the fuel pump. Mechanical fuel pumps in carbureted cars use a pushrod, usually run off a lobe from the camshaft, to push a lever that moves a diaphragm. The diaphragm can tear or lose its elasticity, or the little lever can wear down. In an electric fuel pump, the fuel itself actually cools the windings of the electric motor. This makes electric fuel pumps susceptible to contamination in the fuel tank. If an electric fuel pump dies, sometimes it's bound up with rust or sediment, and rapping it with a ratchet wrench handle (or, if it's an in-tank fuel pump, smacking the bottom of the fuel tank) will dislodge the rust and get it going again for a while. Replace it as soon as you can. An electric fuel pump is usually controlled by a relay, and relays do sometimes die. Look up where your relay is, and make a little jumper wire so that, if the fuel pump dies, you can pull out the relay, jumper pin 30 (power) to 87 (fuel pump) to bypass the relay, and see if that gets you going.

Slow Death

There's an old saying: If a car feels like it is running out of gas, it probably is. If you're certain it has gas in the tank and an even spark, the problem could be that the fuel filter or fuel screens are clogged. A textbook symptom of this is when a car sputters and dies, then starts and runs five minutes later and repeats the process. The fuel pump is probably pushing rust up against the filters and screens, and when shut off, some amount of it is falling off. At a minimum, change the filters, clean the screens, and, as soon as possible, check for contamination in the tank.

Clean gas and screens. New lines and filters. New fuel pump. Get on down the road!

from Hagerty Magazine

BRITISH CAR CLASSIC - MARK XXX

Planning is well underway for the 30th British Car Classic show. Our Club, Triumph Club of Northeast Florida, will be the host. The show will be held at the Kings Head Pub on US -1 near St Augustine, Fl. on October 20th, 2018 from 9:00 am to 3:00pm. All British cars are welcome with awards being given for several categories.

Early registration is open till Sept.30th and will get a free T-shirt. Registration after Oct. 1 can get T-shirt with additional \$5.

Registration forms are available on TCNF web site; <http://www.tcnf.org/BCDXXXReg.html>

FOR SALE:

I recently acquired a 1968 Triumph GT6, complete, but with lots of rust in the lower body. It could be restored, or it would make a great parts car. All lights, bumpers and chrome trim are in excellent shape, and I think all mechanical parts can be restored. The reason I am sending this email to you is because I live in Waldo and I feel somebody in your club may be interested in this car, and I am not that far away so transporting it should not be a big deal. I do not want to part this out, and definitely do not want to sell it as scrap and then get scorned for doing so and I am not able to do the work!

I have about \$350 in purchasing the car and transporting it to my home, and I will accept any reasonable offer over that amount.

I am not looking to get rich off it, I just want to find somebody that will appreciate it and my effort to save this car from being crushed.

I can send pictures to anyone interested. The car has a clean Florida title. alimey@windstream.net

Geoff Filtness.



Just a little funny:

An Irishman's first drink with his son. While reading an article last night about fathers and sons, memories came flooding back to the time I took me son out for his first pint.

Off we went to our local pub only two blocks from the cottage. I got him a Guinness. He didn't like it, so I drank it. Then I got him a Kilkeny, he didn't like that either, so I drank it.

Finally, I thought he might like some Harp Lager? He didn't. I drank it.

I thought maybe he'd like whisky better than beer so we tried a Jameson's, nope! In desperation, I had him try that rare Redbreast, Ireland's finest whisky. He wouldn't even smell it.

What could I do but drink it!

By the time I realized he just didn't like to drink, I was so drunk

I could hardly push his stroller back home! (Thanks Walt)

For the last time Dear; I did not hit a Range Rover. It was a range, an electric range!



Smart A__ answers: A flight attendant was stationed at the departure gate to check tickets. As a man approached, she extended her hand for the ticket and he opened his trench coat and flashed her.

Without missing a beat, she said, 'Sir, I need to see your ticket, not your stub.'

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