

# TRIUMPH CLUB OF NORTH FLORIDA

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May 2008



*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. Does anybody ever read this? If so, Tell me.*

**TRIUMPH CLUB OF NORTH FLORIDA**

CLUB OFFICERS	COMING EVENTS
<p><b>PRESIDENT</b> Jerry Popp (904) 287-1891 Email: <a href="mailto:geraldjpop@bellsouth.net">geraldjpop@bellsouth.net</a></p> <p><b>MEMBERSHIP SECRETARY</b> Graham Thomas (904) 321-0261 email: <a href="mailto:36142l@bellsouth.net">36142l@bellsouth.net</a></p> <p><b>SECRETARY / TREASURER</b> Norm Reimer 904-246-6044 email: <a href="mailto:suennorm@comcast.net">suennorm@comcast.net</a></p> <p><b>EVENTS COORDINATOR</b> Angelo Guzman (904) 781-0084 email: <a href="mailto:ukroadster@aol.com">ukroadster@aol.com</a></p> <p><b>NEWSLETTER</b> Lance Brazil (904) 247-1030 email: <a href="mailto:lbrazil@bellsouth.net">lbrazil@bellsouth.net</a></p> <p>Any contributions to the news-letter are greatly appreciated. If you have articles, graphics or funny anecdotes, please call Lance Brazil at (904) 247-1030 or email to <a href="mailto:lbrazil@bellsouth.net">lbrazil@bellsouth.net</a> by the 22<sup>nd</sup> of the month prior to publication.</p> <p>On the Web: <a href="http://www.tcnf.org">www.tcnf.org</a></p>	<p style="text-align: center;"><b>June – 2008</b> Day Run Volusia County <b>Vic Hall</b></p>
	<p style="text-align: center;"><b>July – 2008</b> Camp Blanding Picnic <b>Charles Fenwick</b></p>
	<p style="text-align: center;"><b>September 20, 2008</b> 2-1-1 Charity Oktoberfest World Golf Village All Cars and Motorcycles</p>
	<p style="text-align: center;"><b>October 11, 2008</b> British Car Show King’s Head Pub TCNF Hosting</p>
	<p style="text-align: center;"><b>Monthly Reminders</b></p>
	<p>Pub club meeting May 4, at King’s Head Pub, St. Augustine on US 1 about 5 miles north of the city. Time: 1:00—4:00 p.m.</p>

## TRIUMPH CLUB OF NORTH FLORIDA

### Legends on the Green

The annual Legends on the Green car show was on April 19, 2008 hosted by the Jaguar Club of North Florida. Weather was perfect for a show, not too hot but still sunny most of the day.

The Triumph Club of North Florida had two member with wins. Ron and Mary Ellen Watz 1959 TR3A won Best in Class—First Place Triumph. Vic Hall also brought home a trophy.

### TR3 Bonanza

40 year collection of TR3 parts plus a TR3 frame and tub. Also a car rack on wheels that can be moved about the garage. Make an offer for the entire collection. For more information or to make arrangements to see what is available, call 241-2552. Offer good until May 25, 2008.

**May 26, 2008 everything goes to the junk yard!!**

This sounds like a bargain for someone. Don't let these parts go to the junkyard! They are too valuable to lose. TR3 Owners? Maybe you could buy this as a group.

**1974 T R6,new redlines runs, \$4950**

Tom Mille (602)-788 4453

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## BRYNFAN TYDDYN

What a name for a race course? It was either 1954 or 1956 (my memory is a bit fuzzy lately), Corky Young, a car nut buddy of mine and I decided not to miss this race. Corky had just traded in his '49 Triumph roadster for a Simca Sport, with a Farina body.

The race course is on the 690-acre lake estate of T. Newell Wood, a Pennsylvania state senator for 20 years. The Welsh name Brynfan Tyddyn means large farm on the hilltop.

The race is 3.5 miles a lap; races were 10 laps for smaller displacement cars, a two-liter limit. Carrol Shelby drove a Ferrari TR 500 and did win the main event.

When we arrived at the race course, we met my former boss George Parrington; he and I were the Service Department at Havel Motors, a foreign car dealership in Hackensack, New Jersey. George, like many other car enthusiasts of the day forsook everything: wife, family, and home for the love of cars and racing.

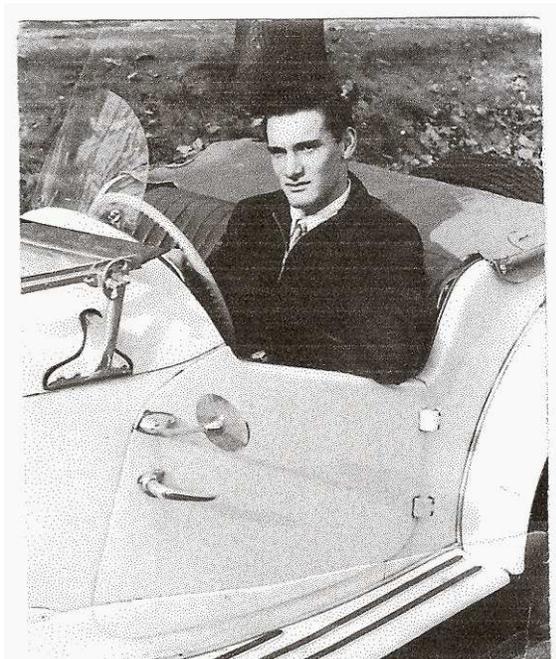
He had acquired a Cooper Formula III 500cc racing car which he had entered in the race, and Corky and I volunteered to be his pit crew. Formula III cars were very temperamental; they run on Methanol. There were a few manufacturers of Formula III cars at that time--the two main ones were Cooper and Kieft. George's car was fitted with a 500cc J.A.P. motorcycle engine.

When race time for the Formula III race (12 noon) arrived, we had adjusted the valves--there is almost no valve clearance. The adjuster is tightened until you can just spin the pushrod. The other adjustments are the two chain oilers, primary and secondary, about 10 drops per minute. The biggest problem we had was getting George

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into the cockpit. He was a shade under 20 stones--about 275 pounds. Ten Formula III cars started the race; George was third out of the three cars that finished. We could have won if George had been 100 pounds lighter.

Those were the days! All you needed was a safety belt to race; not even a helmet was required.



## Progress on Toot-Toot

**Toot-Toot** is the name my twins anointed my Spitfire with when they were younger (from the song: *Don't Mess with My Toot-Toot.*) It has been a long and, sometimes frustrating, road back to togetherness.

After installing the engine and transmission, it took me several days before I would attempt to start it. When I finally did, it wouldn't. Since I noticed gas leaking out of the tube leading to the carburetor, I knew it was getting gas. I tightened the clamp and fixed that problem.

Got out the timing light, taped down the trigger and attempted another start. No flash – meaning I'm not getting any fire. I spent two more days with the ohmmeters and a very fine wiring diagram (Thanks to Mike Schoonmaker) and it finally got it to start.

On startup it would run up to about 5,000 RPM and then die. Fiddled with the timing enough to get it to stay running (roughly) and found that it is now pushing oil out the dipstick. To keep it running I have to pump the gas pedal. Took the top off the carburetor to make sure the float was not sticking – it swings free.

Drained out about half a quart of oil and it still does the same thing. Cannot be clogged because the oil flowed from the top of the engine to the oil pan. Right now I'm stumped. Any suggestions?

–Lance Brazil

**TRIUMPH CLUB OF NORTH FLORIDA**

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 (    ) \_\_\_\_\_

Work Phone (    ) \_\_\_\_\_

Email Address \_\_\_\_\_

Please circle interest in:

Tech Sessions    Autocross

Social Events                  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, Fla 32266

## The English Garage

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<p><b>DAVID GERRARD</b>                  (904)724-1353</p>	<p><b>1948 Parental Home Rd.</b>                  Suite 2                  Jacksonville, FL 32216</p>
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