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CLUB OFFICERS	COMING EVENTS
<p>PRESIDENT Walt Lanz (904) 631-8395 (904) 641-3262 Email: Walt@WLSservices.com</p> <p>MEMBERSHIP SECRETARY Graham Thomas (904) 321-0261 email: 36142L@bellsouth.net</p> <p>SECRETARY / TREASURER Norm Reimer 904-246-6044 email: suennorm@comcast.net</p> <p>EVENTS COORDINATOR Stan Kinmonth (904) 276-1418 email: stantr6@comcast.net</p> <p>NEWSLETTER Lance Brazil (904) 247-1030 email: lbrazil@bellsouth.net</p> <p>Any contributions to the newsletter are greatly appreciated. If you have articles, graphics or funny anecdotes, please call Lance Brazil at (904) 247-1030 or email to lbrazil@bellsouth.net by the 22nd of the month prior to publication.</p> <p>On the Web: www.tcnf.org</p>	<p style="text-align: center;">Saturday, June 13, 2009 Multi-Club Cruise In at FCCJ Times are 10:00a.m. to 3:00 p.m. Location is the FCCJ Downtown campus - show parking will be via the Pearl Street entrance (Pearl St. bisects the campus) north of State Street. See Page 4 for Details</p> <hr/> <p style="text-align: center;">Monthly Reminders Pub club meeting May 3, at King's Head Pub on US1 5 miles north of St. Augustine</p> <p style="text-align: center;">Starts around 1:00 p.m. Very Informal Join us for lunch</p>

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	Commission #
Name _____	1. _____		
Spouse _____	2. _____		
Address _____	3. _____		
_____	4. _____		
_____	5. _____		

Home Phone () _____

Work Phone () _____

Email Address _____

VTR Member? Yes _____ No _____

TRA Member? Yes _____ No _____

Please circle interest in:

Tech Sessions Autocross

Social Events Tours

Fun Rallies Car Show

T-S-D Rallies Races

Make your \$25.00 check payable to:

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

President's Corner

Well, here we are at the beginning of another month! Seems like just last week, while driving the bus around, it was raining and cold. Springtime, doncha' loveit!!

At our last meeting at the Pub, we got spread out and it was difficult to discuss much without going from group to group, which is not very productive. But we managed to take care of a few things.

We were able to discuss some old business, which should be concluded by our next meeting, and we brought up some new business to discuss over the next few meetings. Once the board decides which direction we should propose, we will include these things in the newsletter, especially those items that need a majority decision.

The end of this month, or first week of next month, May 30th to June 7, is "Drive your British Car Week", which means you are supposed to drive your LBC more often than normal, as in 'all week'.

British Car Week came about in the spring of 1997 about the same time as an article appeared in Road & Track, by Peter Egan, titled "Seldom seen cars." What he wrote was that the only time you might see a Triumph, another LBC, or other collectible car, would be briefly on the weekends, if the weather was just right. With BCW it gives us, as LBC enthusiasts, a chance to let the neighbors, and others in our community, see our cars run daily, or parked together, rather than just catch a glimpse of them in the garage only when the door opens.

British Car Week is not just a local activity, it is nationwide if not worldwide!, so grab your keys and caps and get ready to drive your cars at the end of this month, in fact you don't have to wait till then, start now so it, the car, will be warmed up!

Check the event schedule on the web site, and watch your emails for events that may not make the newsletter on time. If you know of someone that is a member and does not have email, or web access, make sure they know. That's www.TCNE.org.

See you on the road.

WALT LANZ

All Clubs Event at Florida Community College at Jacksonville

First - some background: I am in both the Triumph Club of North Florida (TCNF) and local chapter of the Military Vehicle Preservation Association (MVPA), and currently taking "Introduction to Welding" at FCCJ. As Event Coordinator for the TCNF, I was seeking to arrange a field trip for my club. That has grown into working with FCCJ to put together an event to be held on June 13, 2009.

The event will be hosted by FCCJ to showcase their automotive technology and related (ie. welding) classes. The event will be an open house with tours of the various shops where classes are conducted as well as hosting a cruise-in. The event is open to, and seeks participation from, all the local car clubs and any car enthusiast.

Details: The date is Saturday, June 13, 2009

Times are 10:00a.m. to 3:00 p.m.

Location is the FCCJ Downtown campus

Show parking will be via the Pearl Street entrance

(Pearl St. bisects the campus) north of State Street.

FCCJ will provide segregated parking area for classic cars, with security guard, around the Advanced Technology Building at the Downtown campus. In the building, they will set up tables in a large (really) meeting room that the clubs can occupy to pass out applications, literature, etc. FCCJ will occupy some tables with their course representatives (body shop, tranny, engine, welding, etc. classes), and to provide registration information. They will be conducting tours of their instructional facilities (shops). There is no cost, this is not an organized show with awards, etc - just a cruise-in with a different twist.

Most car event raise funds for a charity - in this case, it is FCCJ that hopes to benefit. The goal for FCCJ is to recruit students for their automotive and vocational classes - including folks like me that have a career and just want to take a class for fun or personal enrichment. I'm taking welding just because I wanted to learn how after becoming involved with classic cars - class is two evenings a week and I really enjoy it. While I am not enrolled to learn a new, post retirement profession, my enrollment helps keep the program alive, so it is there when others do need training for a career.

If you have any questions, please email me at:

stantr6@comcast.net

Or call me at:

276-1418 -home

616-2387 - cell

A Year In The Life Of A TR6

November

Oh boy were going out...I am getting a bath and polish. I wonder where were going? Wait a minute, why are you taking everything out of my trunk? Where are you taking me? Oh no, please not the storage unit, I hate being in the storage unit.

December

It is so dark in here and it's getting cold.

January

I am freezing and my trunk and hood are up. Why can't I stay in the drive way. Why don't I have a garage. Why do I live in NH?

February

I have been sleeping for 4 months now...enough. Get me out of here!

March

Hi ! Oh thank goodness you're here. Please clean me and take me for a ride.

April

YEAH!!! Freedom!!! Oh it feels so good to be out with the wind on my windshield and the road beneath my tires. Thanks for the wash and polish and the oil on my wood dashboard felt so good!

May

The weather is so nice and I am going out a lot...to the store, the beach and the mountains. I even have a dog in my passenger seat for some rides!!!

June

I am afraid. I think they are taking me to the shop. I feel good and nothing is wrong so why the shop? Wait don't take my wheels and tires off...nothing is wrong with them. I see now, I have brand new "red lines". Hey, thanks! Wait 'til the other Triumph's see me now!

July

Road trip!!! What a nice ride to the White mountains and what a great view on the Kangamangus Highway!

August

The lazy days of summer. Even hanging out in the driveway is fun...so many people around and I am even the center of attention when they have a cookout.

September

Lots of activity and packing going on. I wonder what's up? Everything from the house is getting loaded into a big truck...don't forget me! Wait, what this? They are putting me on a big truck...

October

What a long way I went and they were there waiting for me!

Oh and I finally have a garage and am surrounded by palm trees...I love my new home in FL I will be very happy here!

–Annmarie Brooks

Tech Session at the Rader's.

On Saturday the 25th of April James Radar held a tech session at his “garage”, which is very nice, well sized, and open. Inside is a TR4 he is restoring, a Stingray, that's been in the family for years, and two TR6's, with plenty of room to spare.



Rader's Garage

One of the TR6's was the subject of the tech session, it needed a new top installed.

James had the top, necessary parts, and most important, the instructions (two sets)!

Angelo, Graham, Don M., Stan, and I arrived around 11 am or so to assist. After following the instructions of measure, measure, rivet, drill, re-measure, re-rivet, we made good progress and left James with most of the hard part done.



In the early afternoon, James fired up the grill for the advertised burgers and dogs, and Michelle had set up all the side dishes, especially her special baked beans, pineapple upside down cake, and other necessities. We all ate, chatted, then went back to our assigned tasks.



James checking measurements while Angelo watches



James and Graham



James, Stan, and Don

We had a great time, it was good to see those there, and hope the next time there will be even more in attendance.



Chow time with James, Stan, Don, Graham, and Angelo doing what we do best. Thanks James for a great event.

Tech sessions are a great way to get things done. You have those that have BTDT, and equally important, that extra pair of hands when you need it. If you need something done that you consider a challenge, call Stan, perhaps he can find a place, if you don't have room, and a date to take care of your project.

Let's get these cars back on the road!

WALT LANZ

See next page for photos of the finished project.



Show News

April 4, 2009

Winter Park, The 25th annual All British Car Show had beautiful weather under the trees with three members of TCNF receiving awards. Ron Watz and Mike Schoonmaker both took home 2nd place awards in their class. Lance Brazil brought home the Hard Luck award since his car could not be driven that day.

April 18, 2009

Graham Thomas and Lance Brazil caravanned to Pensacola to show in the Brits On The Bay all British car show. In the last 40 miles or so, the Spitfire began to exhibit strange steering actions. Once we were at the hotel, we removed the front left wheel to find a lot of steel shavings and several of the roller bearings completely gone. As with any group of British car owners, the group at the hotel were right there with all sorts of help, including a Spitfire shop manual.

Saturday morning found Graham staying back from the car show to ferry me to the parts stores to rent a hub puller and, believe it or not, to pick up a bearing at a local parts place. It was not to be. Even with a slide-hammer puller, the hub would not come off. Graham and I decided to pack the remaining bearings full of grease and attempt to limp home on Sunday. On the way back from the parts store in the Spitfire we decided to go to McGuire's Pub for lunch and a pint.

As we were circled the area looking for the Pub some people pointed in another direction and said "The car show is over there"! So we parked the car and picked up our goodie bags, toured the show and walked on over to the pub. The restrooms are still cross-marked just for fun. The men's room has a sign in big letters saying LADIES ROOM then in smaller letters with an arrow, is next door. Same treatment on the Ladies Room.

The trip home had me jumpy every time I hit a pebble in the road thinking the wheel was falling off. About half-way home, I looked up and didn't see Graham behind me. I did a U-turn and found him about a mile back on the side of the road. His temp had suddenly spiked and he pulled off

to check. Broken and missing fan belt. We spent about an hour pretzeling the belt over the fan blades, under the radiator hose, and over the steering gear.

While we were standing there with our heads buried in the engine compartment a woman's voice said "Are you all right"? It was a sheriff's deputy checking on us. She stayed until we finished and left her overhead flashing lights on to warn away inattentive motorists.

In the next little town, we stopped at a local pizza parlor and had lunch. We parted at Baldwin with me going out to I10 and Graham going up 301 toward Amelia Island. On the bridge onto the island, Graham's throttle linkage broke. Three miles from home! He coasted back down the bridge, put the car in a safe place, covered it and left it for the night. He was able to come back the next day with help and get the car home.

I would like to express my gratitude to all the Spitfire owners from the show for all the help they provided. Especially I would like to thank Graham for sacrificing his opportunity to bring home a prize to help me with the Spitfire. He has exhibited once again what friendship is and is a true gentleman. Thanks, Graham.

-Lance Brazil

Using a Volt-Ohmmeter

Owning an LBC means that you are going to have electrical problems. As each year passes there will be more deterioration of contacts, insulation, and wiring in general. Being able to read a wiring diagram and search for problems is essential unless you have unlimited funds and can pay someone to find the problems and annoyances.

There are two types of meters: analog and digital. An analog meter has a needle that sweeps across a scale to indicate volts, ohms, or amps. A digital meter has an LCD display that gives a number readout.



Analog meter



Digital meter

The two meters shown here are what I use when working on my Spitfire. For most of our purposes either would work for trouble shooting. For my analog meter I purchased a second set of probes, cut the tip off of the black lead and replaced it with an alligator clip. It always seems that you need a third hand when working on a lead, and it is easy to clip one lead and probe with the other.

The analog meter is rather large by today's standards; about 4 ½ inches by 6 inches. Radio shack now has several smaller analog meters starting at around \$20 and going up to about \$50.

The digital meter is about 2 ½ inches by 4 inches and can be purchased at Harbor Freight to \$3.95 and is quite accurate for all types of work. The current color of this meter is now red.

When using a meter, always plug the black lead into the COM socket and the red lead into the VΩmA socket. With the analog meter shown here, the rotary switch is moved to the scale you are using. The off position is at the top.

Some general rules:

1. **Always** test for voltage first, especially if you are using an analog meter. If you are on an ohms scale and touch voltage, you can snap the needle around with such force as to bend it. Then accuracy is questionable.

2. When testing for voltage, always use a scale larger than what you will find. In our case, we would use a scale showing anything above 20 volts since 12 volts DC is usually what we are looking for. In some instances in our cars we can see around 15 volts DC when charging.
3. When testing a lead for continuity or ground, use the ohms scale after testing to make sure no voltage is present.
4. Unless you have electrical training, do not attempt to use these meters on household current. That is best left to the experts.

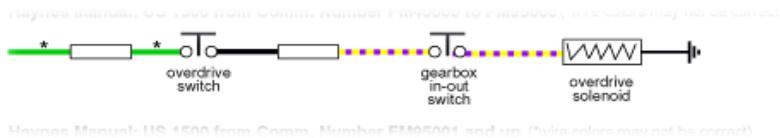


This is the dial for the analog multi-meter. Note the DC volts scale at the upper left. When looking for voltage on our cars we would use the 50 volt scale since that is the next scale *higher* than our 12 volts.

Another choice would be to use the V-A/2 (divide by 2) switch which would give us a larger deflection on the scale since we would be looking at 25 volts instead of 50 on the dial.

To search for ground or check continuity use the Ω scale at the upper right. For our purposes it really does not matter which resistance you select unless you happen to have the resistance value of a coil. The red adjustment knob labeled Ω ADJ is used for setting the Ohms scale to 0 before a reading where a known resistance is to be measured. To do a zero adjustment, select the resistance amount above what you expect to find. Hold the tips of the two probes together, and move the adjustment knob until the needle rests on 0 on the scale.

About the only difference in using the digital meter is that you have a separate switch to turn on the meter. The digital meter will display specific numbers in the display, thereby making it easier to read whereas the analog meter takes some getting used to in how to interpret the scale.



Let's take a scenario where the overdrive is not functioning. We would first CHECK THE FUSES! You can save yourself a lot of time sometimes just with this step.

1. Set the volts scale to 20 VDC or higher. Ground the common (black) probe, check both sides of the fuse. A corroded fuse clip is common in LBCs.
2. If you see battery on both sides of the fuse, move to the overdrive switch and verify that you have voltage there after turning on the ignition switch.
3. Check the other side of the switch to verify that you do not have dirty contacts on the switch. Operate and release the switch several times, testing each time. Leave the switch in the operated position for the next step.
4. Next check for voltage on the gearbox switch. If you have 12 volts there, it only leaves a few things.
5. Since the gearbox switch operates only in third and fourth gears and when the car is going a certain speed it may be difficult to find voltage on both sides. However, since the switch is open, you can test for battery on the solenoid side. If there is no battery on the lead (and there should not be) we can test using one of the Ohms scales to see if we see the ground through the solenoid.
6. If anywhere along the path looking for battery we do not find it, it indicates an open circuit.

Having a good wiring diagram of your car is essential. See the April issue of the newsletter for sources of diagrams.

The English Garage

British Car Repairs

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(904) 724-1363

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Charles Vincent

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