

Membership Dues

If the banner in this issue has a red shadow below it, it means we have not received your dues for 2009. Please send you \$25.00 membership dues to Norm Reimer at 1409 Forest Avenue, Neptune Beach, FL 32266 to continue receiving the newsletter. You may also turn in your dues at the Pub on Sunday, June7th.

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CLUB OFFICERS	COMING EVENTS
<p>PRESIDENT</p> <p>Walt Lanz (904) 631-8395 (904) 641-3262 Email: Walt@WLSservices.com</p> <p>MEMBERSHIP SECRETARY</p> <p>Graham Thomas (904) 321-0261 email: 36142L@bellsouth.net</p> <p>SECRETARY / TREASURER</p> <p>Norm Reimer 904-246-6044 email: suennorm@comcast.net</p> <p>EVENTS COORDINATOR</p> <p>Stan Kinmonth (904) 276-1418 email: stantr6@comcast.net</p> <p>NEWSLETTER</p> <p>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:</p> <p>www.tcnf.org</p>	<p>ERS Event</p> <p>European Rally School & Motorsport Park, located at the Keystone Heights Airpark, turns 10 years old on June 6, 2009! See Page 12 for Details</p> <hr/> <p>Saturday, June 13, 2009 Multi-Club Cruise In at FCCJ Times are 10:00a.m. to 3:00 p.m. See Page 4 for Details</p> <hr/> <p>Monthly Reminders</p> <p>Pub club meeting June 7, at King's Head Pub on US1 5 miles north of St. Augustine</p> <p>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 () _____

Please circle interest in:

Work Phone () _____

Tech Sessions Autocross

Email Address _____

Social Events Tours

Fun Rallies Car Show

VTR Member? Yes _____ No _____

T-S-D Rallies 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

President's Corner

Hello to all! It's June, middle of the year, when we expect sunny skies and warm weather, just perfect for LBC driving. There was a brief 8 day period of heavier than normal Florida humidity, but that will not occur again until the fall, if then.

Remember, May 30 to June 7 is "Drive your British Car Week". We are supposed to park those large environmentally controlled vehicles, get the LBC, put the top down, roll the windows down (or take them off) and drive whenever possible. This is for pure enjoyment, and maybe let the neighbors know that it does run!

One of our events this month is on Saturday June 13th from 10:00 to 3:00. It's a multi club cruise-in and FCCJ open house. There will be more information in this newsletter and on the web site (www.tcnf.org), or if you want more information not mentioned here contact Stan via email. I understand there will be a secure parking area for our special cars.

The pub club meeting this month is June 7th. Come on down!, bring your cars and your ideas for activities, meet up with some of the other members and share a pint. Normally starts around 1:00 till 3 or so. We even kick tires, talk cars, and on occasion take pictures of those unseen Triumphs and post them on the club's web site.

I would like to wish all of you a belated happy memorial day, and a salute to our veterans.

See you on the road.

WALT LANZ

FCCJ Automotive Technologies
presents

Cruise-In Car Show & Open House

Saturday, June 13, 2009

10 a.m. to 3 p.m.



This event will be held at
the Advanced Technology Center on
FCCJ Downtown Campus
401 W. State St.
Jacksonville, FL 32202

Antique, Classic, and Custom Cars, Trucks and Cycles are invited to attend.
Local clubs participating include:



For more information call (904) 598-5600.
In the event of inclement weather the event will be rescheduled 6/20/2009.

If you have any questions, please email me at:
stantr6@comcast.net
Or call me at:
276-1418 -home
616-2387 - cell

Don't throw it away!

If you have any triumph parts laying around...keep them...you'll never know when they will be of use to you....or other club members.

You are all familiar with my Java Green 1976 TR6 daily driver, I bought the car in March 12, 2000, it only had 48k original miles on it, I think I'm the 3rd, no more than the 4th owner of it. It was all original, except for one thing: the overdrive transmission had been replaced by a non o/d one by one of the previous owners.

After about a year of driving it...I started to have problems with it jumping out of third gear. I needed another tranny...and at that time all I found was another non o/d one, I purchased it, and replaced the bad one. I took the bad tranny and put it on the side of the house...under the eaves..where it remained until this week.

I've been trying to locate a j-type o/d tranny for some time. I finally bought one on e-bay. At first I was just going to put it in, and hope that it was a good working unit. I decided to open it up. Upon removing the top, I noticed it had excessive play on one of the gears.

I took it to Charles Vincent (www.vincotransmission.com), he dismantled it, and discovered numerous parts that needed replacing. I told him about the tranny I had on the side of house. I went home, took it apart, took all the inside guts over to Charles, he inspected them, and concluded that he was able to use them.

He calculated that I will save about \$500 or more by him being able to use those parts. So...keep your all stuff around...it could save you some money.

Angelo Guzman

'76 TR6

Note: **Vinco Transmission** is owned and operated by Charles Vincent, a member of Triumph Club of North Florida. See his business card on the last page of the newsletter.

Honorary Membership

It has been suggested by ex President Gerry Popp that our Club should have a process for instituting Honorary Memberships; many organizations do this to recognize significant contributions to their well being, the Vintage Triumph Register is one example.

Your five Officers have talked over the prospective guidelines for these Memberships and have come up with the following four requirements. Please look these over and E mail all the Club Officers (addresses are listed in the Newsletter) in the next 21 days with any comments, objections, additions or changes you would like to see. We would like to conclude this topic in the July issue.

1. The person proposed for Honorary Membership must be sponsored in writing by a minimum of any two Club members of good standing over the previous five consecutive years.
2. Honorary Membership must be passed unanimously by the current Board of Officers.
3. Honorary Membership, while having no term limitation, may be revoked by majority vote of the current Board of Officers.
4. Person proposed must have demonstrated over several years:
 - an initiative to further the principles and purpose of TCNF
 - to have shown enthusiasm for the marque
 - to have strengthened the Club and its activities
 - to have been a uniting force among Club members

Graham Thomas (for Club Officers).

Ten Things You Will Never Hear A Triumph Owner Say
Paraphrased from *The MG Experience*

www.mgexperience.net

by Bill Eastman

- # 10 - Well, the Triumph failed emissions again.
- # 9 - Roll up the window, dear, I am getting a draft.
- # 8 - Don't worry, it won't leak on your new driveway.
- # 7 - My first gear syncro is weak.
- # 6 - Do you think the backfire could be caused by a bad gulp valve?
- # 5 - The defroster should melt that ice in a minute or two.
- # 4 - First one to the next stop light gets the pink slip.
- # 3 - So what if it's raining, we'll stay dry.
- # 2 - No problem, just throw it in the trunk.

And the #1 thing you will never hear a Triumph owner say...

- # 1 - Lets take the freeway, I just hate those twisty back roads.

Replacing Snap Fasteners



Many of us have convertible top boots and tonneau covers with plastic snaps. After years of use, the plastic becomes brittle and breaks as shown in the illustration to the left. In this article I will show you how to remove the broken snaps and install a new metal one that will last as long as the car does.

There are several kits you can buy locally for replacing the snaps and they work just fine. The only problem is that they are all supplied with chrome buttons and most of our cars came with black buttons on the top of the snaps. So, to keep your car looking as original as possible, you might have to buy two different parts.

The tools for installing the snaps are inexpensive, usually less than \$6.00. They can be purchased at Lowes, Home Depot, and Ace hardware. My local Ace was out of the kits when I was researching this article, but the other two had plenty in stock. I have included information at the end of the article about the kits.

The other part to purchase is black buttons to avoid the shiny silver snap among all the other black ones. They can be purchased from Victoria British for \$1.95 each. I just included about half a dozen in one of my (many) orders to VB. You may also purchase the black sockets from the same source, but since they are on the underside of the material and out of sight, it just used the shiny ones.



The parts for replacement as shown here are, from left to right, socket, button, guide tool, flaring tool, and anvil. The first order of business is to remove the broken snap. I have found the best way to do this is with a drill. Choose a bit that will cover the center part of the underside of the button. Use it on a sacrificial piece of lumber, not the kitchen table.



I used a 3/8 inch bit to remove enough metal to separate the top and bottom of the snap. Take your time here and grind away just enough to do the job.

The next step is to place the button in the depression of the anvil and put it under the material so the tube part of the button is through the Tonneau or boot. Next place a socket over the protrusion of the button. Place the alignment tool over the protrusion and the flare took into the hole in the alignment tool.



Use a hammer to tap the flare tool on the end several times to "brad" the two pieces of the snap together. The snap will now be repaired and will be good for years of use as shown to the right.



Total time: 15 minutes, or less. I prefer to use the kits with the anvil. Some kits eliminate the guide by making the flaring tool the same size and the inner diameter of the snap

Sources

- Home Depot in the fasteners: General Brand # 1265, two tools, 6 fastener sets. \$4.86
- Lowes in the fasteners aisle: Stanley, # FG238K, three tools, 6 fastener sets. \$5.97
- Ace in the fasteners aisle: Stanley Screw fastener kit. 2 tools, 6 fastener sets. \$8.49

The Ace kit has the snap that goes onto the car with a sheet metal screw attached.

Additional note: While looking at the VB catalog, I noticed that they have an eyelet (grommet) tool for \$84.95, a bit pricey to say the least. All of the sources above have grommet kits for under \$10.00. Unfortunately, they are the brass grommets. Back to VB we find they have the two parts for the grommets at \$1.45 for the eyelet and \$0.95 for the ring in the original black color. The grommet kits come in several sizes: ¼" 6mm, 3/8" 10mm, and ½" 13mm.

Is It Time To Replace Your Antifreeze? Another use for your Voltmeter

As summer approaches, this may seem to be a foolish question. Your engine cooling system has many dissimilar metals: aluminum, copper, steel, cast iron, and possibly magnesium. In addition to providing coolant, the antifreeze helps prevent corrosion. Electrolysis occurs when these combinations of metal begin to swap electrons during the normal course of operation and this causes corrosion. Antifreeze has additives to prevent electrolysis, but over time, these additives are used up and no longer do the job.

To test the coolant, begin with the engine cold. Remove the radiator cap. Start the Engine. Get out your digital voltmeter (buying guide in last month's newsletter.) When the engine reaches operating temperature, insert the positive (red) probe directly into the coolant without touching metal. Set the volts scale to DC 20 volts (or less if you have a meter that goes lower.) Run the engine up to about 2000 RPMs and touch the negative (black) probe to the negative terminal of the battery.

If the reading is .4v or less the coolant is good. If it is greater than .4v the electrolysis additives are depleted and you should replace the fluid to avoid damage to the radiator, water pump, or heater core.

Car Show News

The Ancient City Auto Club in St. Augustine had their 25th Annual Car Show on Saturday, May 16th. There were approximately 169 antique cars, trucks and motorcycles in attendance; they ranged from pre-1928 to date and included both domestic and foreign-made vehicles.

Mary Ellen and Ron Watz were there with their TR3A; Vic Hall was there but did not enter a car; quite a few vehicles were there from the MG Club of Jacksonville. All judging was done by the Club members, however, their members were NOT eligible for awards. The judging included looking at the engine as well as the trunk areas.

A little tidbit for the novice car show people like Ron and I: some shows with actual judges (NOT People Choice) require a **fire extinguisher** (thanks Vic for the extinguisher.) We were in the Foreign car class, but there were so many MG's they decided to split the class (MG's and Other Foreign Cars).

With our TR3A, we brought home the First Place trophy; a nice 1962 Austin Healey took 2nd Place and a DeLorean took 3rd Place. It was a hot, sunny day with a lot of great vintage vehicles. Better yet for the ladies, Historic St. Augustine shopping was just a walking distance away!!



TR3 Parts

Got a call from one of Lily's friends that was out cruising garage sales. She came upon a guy selling Triumph parts and called. I spoke with the guy, Pete Gregware - the parts are all TR3. I told him about the club, web page and 1st Sundays at the Pub. He has a TR3 he is working on and is getting rid of a lot of new extra parts.

Want parts - call him: 314-0341.

Stan

European Rally School & Motorsport Park

European Rally School & Motorsport Park, located at the Keystone Heights Airpark, turns 10 years old on June 6, 2009!

To celebrate ERS is teaming up with Mercedes of Tampa for a birthday bash that everyone will remember! On Saturday June 6th, there will be four events: Smart Solo timed event, Road course lapping, SUV 4x4 sand course also SUV 4x4 small obstacle driving. Each participant will be allowed to drive in Mercedes vehicles alongside ERS instructors for a fun filled motorsport experience and receive a lunch voucher for the day. This event is free to participants! This is a private event and requires RSVP.

RSVP early to guarantee your spot. There are only sixty available seats. If you are 18 or over and have a valid driver's license you are welcome to attend. Again, you must RSVP to reserve your seat.

ERS and Mercedes of Tampa are pleased to work together again after the huge event held in January of 2009.

RSVP by calling 352-473-2999 or replying to this email. If your name is NOT on the guest list on June 6th, you will NOT gain entry to the Motorsport Park and you will NOT be riding in any of the ERS cars or Mercedes that will be available for show and test.

I hope you will join us!

Thank you,

Tina Tipton

European Motorsport Park & Rally School
7266 Airport Rd
Keystone Heights Airpark
Starke, Fl 32091
Ph: 352-473-2999
Fax: 352-473-0105
www.gorally.com

Speedometer Math

On a recent road trip with Graham Thomas, the subject of speedometer accuracy came up. We decided to check his car against mine since mine had been checked for accuracy and was vaguely near correct. The conversation went something like this:

“Lance when you are going 55 mph, hold up your left hand. When you reach 60 mph hold up your right hand.” Obviously this was a top-down day and on a road not heavily patrolled by the local constable.

But how do you check your own speedometer if you are alone? You will need a stopwatch, or at least a watch with a second hand, a calculator, and will need to get onto an interstate highway that has mileposts along the side of the road.

1. Accelerate to 60 mph and hold it steady before you reach the first milepost. You will have to keep the speed constant for the full mile.
2. Start the stopwatch or note where the second hand is when you pass the first milepost.
3. Make a note of how many seconds it takes to travel the distance to the next milepost. If your speedometer is perfectly accurate, it will take exactly 60 seconds (Dream on.)
4. If the number of seconds is anything else, get off the freeway and get out the calculator.

Here is the math. It is fairly simple. There are 60 seconds in a minute; 60 minutes in an hour. $60 \times 60 = 3,600$ seconds in an hour.

If it takes you 55 seconds to travel 1 mile, divide 55 into 3600 to find how many of those 55 second segments (1 mile) are in an hour. The answer is 65.45 meaning you are traveling 65 mph. If it took 65 seconds to travel the mile, the speed would be 3600 divided by 65 or 55.38 mph. You could use this same method to check the speedometer at any speed as long as you can hold the speed constant.

Why not just stay on a back road and check your speed using the odometer? If your speedometer is off because you have a different tire size than the factory put on the car or other reasons, the odometer will be off for the same reason.

A more accurate check would be to time your car over a five mile distance, convert the minutes to seconds and divide by five then divide *that* number into 3600. This would give a slightly more accurate reading since you would average out any deviations in start/stop times.

