

TRIUMPH CLUB OF NORTH FLORIDA

Volume 25 Issue 2

February 2013

Triumph Club



Of North Florida



1409 Forest Ave.
Neptune Beach, Fla 32266

David Strickland's TR3

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

February 3, 2012–Pub Club Meeting, King’s Head Pub, US1 about 5 miles north of St. Augustine. Starts around 1:00 p.m.

<http://www.tcnf.org/>

February 9, 2013–Dinner at Culhane’s Irish Pub, 7:00 p.m. See page 7 for more details. <http://www.culhanesirishpub.com/>

February 16, 2013–Jaguar Club visiting the **Moody Museum** at 1:00 p.m. We all meet at the **King’s Head Pub** at 12:30 and will caravan to the Museum. If you have never visited the Museum, don’t miss this opportunity. See page 7 for more details.



President's Corner

Greetings LBC Drivers:

The weather was spring like for a couple of weeks. I read and hear the news that the people in the Northeast and Midwest are having a very wet and cold winter. From the pictures on the news and the internet I'm very happy to live here and not up there! Now I think our fling with spring is about over and we are in for some chilly weather. A good time to work on our LBC's inside the garage.

We have several events coming up soon, so everyone has a chance to drive their cars a little, call it an early checkup to remind you of what needs work before the spring weather arrives. Just remember to drive safe, and we'll see you at these gatherings, should be fun.

We still need events for several different months, so get your suggestions in early and we will see what can be scheduled. You can send suggestions to me anonymously if you wish. Send them to JaxWalt (at) gmail.com with TCNF event suggestion in the subject line.

See you at the Pub on Sunday February 3rd.

Walt



David Strickland's TR3. His story was in last month's issue of the newsletter, but the pictures arrived after the newsletter had been sent out. It is such a fine example of the marque that everyone in the club should have a chance to see it. Great job, David!



EXTRA-CONVENIENT SUGGESTION! Test drive any TRIUMPH car door step. Phone me (the number's listed below) and I'll drive a TRIT your door for a free demonstration. Or drop in at the show room. While look over our complete service facilities. Our mechanics were trained specialists. We carry a large inventory of spare parts. In fact, you'll never about TRIUMPH service. There are over 650 dealers—in every state—incl and Hawaii. Why not phone me today for your free test drive?



TRIUMPH/Herald-3 FULL ENGINEER AHEAD . . . the economy car that almost greasing. Stays level anywhere. Turns around in only 25 feet. Parks easily with c of leeway on either end. Gives up to 40 to drive, service and repair. So safe, one ance company lowered its rates 12½%. 3 models: Sedan, Sports Coupe and Con



TV tips on the TRIUMPH TR-3 as seen on The Dave Garroway TODAY Show on NBC-TV

Vintage ads for Triumphs provided by Tony Cascio



The car that changed America's mind about sports cars

In competition, the TRIUMPH TR-3 has probably won more awards than any other car you can buy today.

The TR-3 also brings a new kind of enjoyment to everyday driving. Today, more than 50,000 Americans own TR-3's. You will see even more of them on city streets, on freeways and in supermarket parking lots than you will see in rallies.

How come?

The TR-3 was developed over a period of years to do certain things extremely well:

1. To be fast—it goes up to 110 miles per hour.
2. To handle well—it has quick-action steering, racing-type disc brakes and gearbox, and a rigid X-type frame for stability.
3. To stand up under hard driving—it has taken

first in class in practically every major European rally during the past 5 years.

4. To be comfortable — it has contoured, leather-upholstered seats and lots of stretch-out leg room.
5. To be practical—it costs \$300 less than other cars in its class, less even than "low-price-three" convertibles. It gives up to 35 m.p.g. of gas. It has an optional rear seat for extra passengers and a

full-sized luggage trunk that locks.

In short, the qualities which make the TR-3 great for "sports-car drivers" make it great for any kind of driver under any driving conditions.

See the TRIUMPH TR-3 in action on The Dave Garroway TODAY Show on NBC Television. Then come on in and drive it yourself.



Reprint Courtesy of *Hemmings Motor News*.

This was such a spot-on article about how so many of us maintain our cars that I got permission to reprint it in our newsletter.

Thank you Richard Lentinello and *Hemmings Motor News*. February 2013 Issue.

Hoarding Parts

As I packed the contents of my barn where my cars and parts have been stored, preparing for my move to Florida, I was frequently told that I'm a hoarder. When I arrived to unload the first truck full of car stuff, my cousin Anthony, who lives there, used the same word several times to describe my so-called "hoarding" condition.

Of course, it shouldn't come as a surprise that all of these family and friends are not car people, because if they were, they would understand why we do the things we do. And one of the single most important things we are programmed to do is to squirrel away extra parts for future use. To me, having a garage loaded to the rafters with bins of extra parts is simply normal. It's an integral part of the whole concept of collector-car ownership.



AUTOMANIA

Richard Lentinello

Write to our editor-in-chief at rlentinello@hemmings.com

Resulting from the restoration shop that I owned back in the early 1980s, there are some parts that I never should have kept. But because I find it excruciatingly painful to throw perfectly good parts away, I took them with me. Four house moves and three states later, I still have them. Besides, one day down the road I just may own the very make and model car that that part goes to, and I may need it.

Now I realize that it's better to sell or give away some of these parts than to schlep them down to Florida. I really don't need an extra pair of Pontiac 6X cylinder heads, or a 305HO intake manifold, water pump for a 190 SL, intake for a flathead Ford, TR6 cylinder head, front inner fender for a 1964-'65 GM A-body, brand-new gold scripts for a Porsche 356, grille assembly for an Austin America, Ford 302 starter or an unopened can of green engine enamel for a '50s Buick.

However, I just can't let go of all my other stuff, at least not while I still own the cars that this stuff goes to. The reason we hardcore enthusiasts hoard old car parts is simply to ensure that our

old cars continue to survive and remain roadworthy so future generations can see what real cars look like. You can't just go out and buy a replacement fender for that old Studebaker or a Sunbeam door as easily as you can buy a part for any late-model car, so when the occasion presents itself to buy worthwhile used parts, we simply have to take advantage of that fortunate opportunity and buy them.

I own a Triumph TR2 and a TR3A, so having extra body parts on hand is a necessity in case of any future accident damage. So in preparation for that day that I hope never comes, I've got an extra pair of front and rear fenders, doors, hood and trunklids. Also have three extra radiators, a 2.2-liter engine and a bunch of wire wheels. And I've managed to save the SU carburetors, gearbox and other minor parts from a 1959 TR3A parts car that I bought back in 1976 and parted out.

For my 1967 Triumph GT6 and '68 Spitfire MKIII, I've got extra doors, complete bonnets, front and rear suspensions, axles, differentials, carbs, gauges and taillamp lenses, plus a spare 1,296cc engine. My buddy Don from Jersey kindly gave me a rust-free bonnet for a Spitfire MKI/II that I really don't need, but I'm holding on to it because I've always wanted to own an early Spitfire. When I do, I'll have an extra bonnet to go with it.

Finding body parts for my 1961 Pontiac Ventura is proving difficult, so if and when those opportunities arise, I'll have to jump on them, too.

The great thing about having all these extra parts in your possession is that they make great accessories to decorate your garage, or even home, with. Hanging fenders or hoods of your favorite car on the wall not only looks impressive, but it's also very comforting to know that they're there. It just makes you feel good.

For years in my office at Hemmings, I've had a new TR3A grille and instrument panel on the wall, a pair of SU H6 carbs on my desk and a perfect dashboard from a BMW 2002 atop my bookcase. At home on the wall in my living room, there's a beautiful 50-year-old Les Leston wood steering wheel hanging. I look at these well-crafted parts not as just used car parts but as fine automotive sculpture, made in an era when quality and craftsmanship really meant something.

As we car guys know, sometimes the parts are rarer and harder to find than the cars. So let the hoarding continue. ☺

Home Dashpot Cleaning

By Don Gatheman

THE MG CLUB OF ST. LOUIS NEWSLETTER

After having my Midget for over 10 years, I finally decided my dashpots could use a cleaning. This is not to imply that they have gotten dirty over 10 years, but rather they've gotten dirty over 40 years. I've never been too concerned about a clean engine, but with a little free time and a desire to do something different, I decided to take the plunge.

I talked to my normal source for all things MG, Robert Rushing, about the subject. He detailed the process of progressive sanding, then buffing on a wheel to get a great shine. Hmm, I thought, I don't need a shine, but being clean would be a great improvement.

After a few minutes of hand sanding, it quickly became apparent I needed to come up with a better way, or live with dirty, dull, pitted dashpots. I scoured the workshop, used the basic information from Robert, and af-ter a few fair attempts I took pictures of the final process.

I used simple items- a drill press, nut/bolt/washers, duct tape, and three grits of wet/dry sandpaper. I used 400, 600, and 1200 because that's what I had in my basement.

Use a bolt a couple inches longer than the dashpot, and thin enough to fit through it. Use the tape so it fits snugly. Use washers on each end.

Assemble as shown below, and place in drill press. Of course, the next step is to turn the drill press on, and CAREFULLY (watch your fingers!) use wet sandpaper, from course to fine, against the dashpot to sand it down. Use light pressure, take your time, and clean it up. Watch for flying water !

When completed with the sandpaper, I used the same technique with a clean rag to apply polishing compound, then paste car wax. While not perfect, this process was fairly quick, and applying the medium to a spinning dashpot seemed much easier than hand sanding and polishing! A before and after shot is below.

Great Job, Don!



Dinner at Culhane's Irish Pub

Mark your Calendars: February 9, 2013 at 7:00 p.m. We will all meet at the pub for an evening of friendship and great food. The pub is owned and operated by four sisters from Ireland and has been featured on Guy Fiero's Diners, Drive ins' and Dives. See videos at <http://www.culhanesirishpub.com/>. There is a pause in the middle of Guy's video, but it continues after a few seconds.

We have had two of our Christmas parties at Culhane's and everyone enjoyed the atmosphere and fine food. We have a reservation for 24 people and will be seated at several tables reserved just for our club. Culhane's Irish Pub is located in Atlantic Beach on the north side Atlantic Boulevard at the LA Fitness shopping center (formerly Publix). I will be sending out an RSVP in the week before so that we can give the pub an accurate count of people.

Moody Museum

February 16, 2013. The Jaguar Club of North Florida has arranged for a trip to the Moody Museum and invited the Triumph club as a joint event. If you have never been to the Museum, it is a lot more than just cars. There is art work, dioramas, and as always Mr. Moody provides snacks. There is no admission charge and everyone is welcome. We will all meet at the King's Head Pub at 12:30 p.m. and caravan to the museum which takes only about 15 minutes. Don't miss this event.

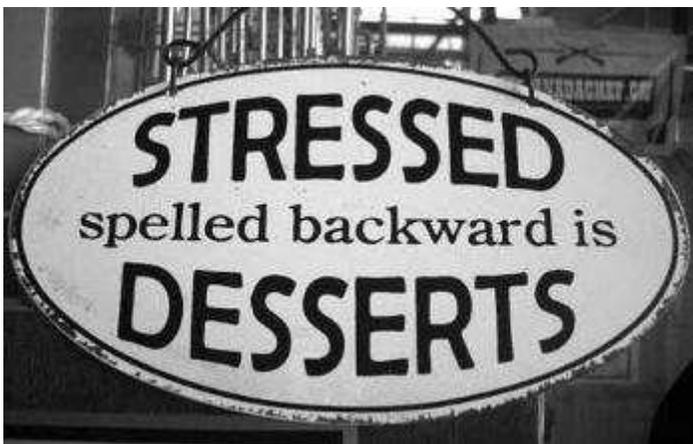
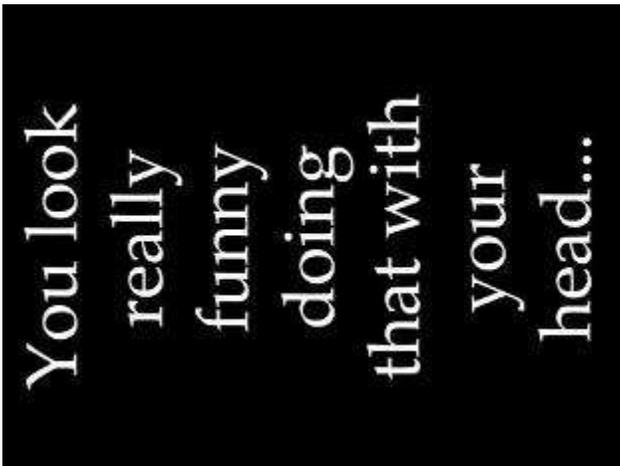
BEST PENETRATING OILS....

"*Machinist's Workshop*" recently published information on various penetrating oils. The magazine reports they tested these products for "break out torque" on rusted nuts and bolts. A subjective test was made of popular penetrating oils, with the unit of merit being the torque required to remove the nut from a "scientifically rusted" bolt. Average torque load to loosen nut:

No Oil used	516 foot pounds
WD-40	238 foot pounds
PB Blaster	214 foot pounds
Liquid Wrench	127 foot pounds
Kano Kroil	106 foot pounds
ATF/Acetone mix.....	53 foot pounds

The ATF/Acetone mix is a "home brew" mix of 50/50 automatic transmission fluid and acetone. Note this "home brew" released bolts better than any commercial product in this one particular test. Our local machinist group mixed up a batch, and we all now use it with equally good results

On the Lighter Side



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, Fla 32266

The English Garage

British Car Repairs

DAVID GERRARD

(904)724-1353

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Jacksonville, FL 32216