

TRIUMPH CLUB OF NORTH FLORIDA

Volume 25 Issue 6

June 2013



1409 Forest Ave.
Neptune Beach, Fla 32266

The JACKSONVILLE
CLASSIC TRIUMPH
ASSOCIATION



AT LAST!

A PERMANENT CLUB FOR US LOVERS OF
THE REAL "TR's" in Jacksonville!

We don't care what kind of shape your
car is in. we just want to know you and
to provide moral support and even help
if you need it.

WE ARE NATURAL FRIENDS! Let's
get together — for mutual support and
even some mild activities...



FIRST ASSEMBLY will be
September 11
SUNDAY - 2:00

PLEASE CALL any of us

- BOB PILLING - 246-6044
- MATT RUND - 246-1937
- BOB PACE - 781-6046

WE'RE READY ... LET'S DO IT!

Original Flyer from the startup of Triumph Club of North Florida—1988

No fy 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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Member Help Groups

Wiring Problems

Charles Fenwick

David Findelstein

Lance Brazil

Polishes, Waxes, Finishes

Lance Brazil

Regalia

Jerry Popp

Shirts, Caps

Name Badges

Walt Lanz

Coming Events

June 2, 2013—Pub Club Meeting, King's Head Pub, on U.S. 1 five miles north of St. Augustine.

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

Saturday, September 14 - Rollin' on The River 27th Annual First Coast Car Council show - a firm favorite with JCCNF members.

Saturday, October 5 - Sun Coast Jaguar Car Club JCNA sanctioned Concours d'Elegance. A 'must attend' event for Florida Jag owners competing for National Class titles.

President's Corner

Hello TR friends

The weather is finally just right, SPRING TIME!! Memorial day weekend was great, and according to the news people it's the unofficial start of summer, I still think it's June 21st. Whatever you decide to do, just be safe and have fun.

DRIVE YOUR CARS, the weather is perfect, and all ya'll know July and August might get a bit warm with the tops down, it's the only way I drive 'em, unless it's raining. We have some interesting things coming up soon, so pay attention. Some of the events might not get in the newsletter in time, so check your emails often.

I know this is short, but things have been busy here and I plan to pay more attention soon.

If you have an event idea, call or email Cam, he is our event planning person. Need a new cap or "T", email or call your REGALIA CHAIRPERSON, Jerry Popp, he has a trunk full of very nice items.

Walt

I have 2 sets of Spitfire 1500 doors, complete with hardware. They need a good home. Last call at the end of June the go to the scrap yard.

Also have a boot lid (trunk lid) fair shape

THESE ARE FREE!!!

Contact Walt at wlsserv (at) aol (dot) com

Death List for 2014 Cars—They won't be Back

<http://autos.yahoo.com/news/death-list-2014--the-cars-you-won-t-see-next-year-211536459.html?page=1>

Another Telephone Story—True

Our District Manager told us of the strangest trouble report he ever received. The subscriber said that whenever they flushed the toilet, the phone rang. It was in a rural area with a party line and when he arrived and knocked on the door he was hesitant to ask about the trouble. He said "I've got a trouble report..." and the lady said "...that when we flush the toilet the phone rings."

He went in with her and flushed the toilet and sure enough the phone rang, The repairman went outside to test from the protector. Everything looked good. He then checked the ground wire. On a party line, ring current goes from one side of the service drop to ground. The ground wire was fastened to the cold water pipe per regulations. Upon further inspection he found that the house had a well not city water.

When they flushed the toilet, the pump in the well would kick on to refill the tank. There was a little AC feedback from the pump and it would cause the phone to ring. He solved the problem by driving a ground rod into the ground and connecting to it.

Motorcycles Spoiled in Paris



For those who never quite got the hang of riding on two wheels.



Is this what a motorcycle would look like if designed by OSHA?



Many of the motorcycles had a permanently attached canvas lap robes to keep off the rain and cold.

Ethanol—Again

HB4001

Florida Bill to Eliminate Ethanol Requirement Moves to Governor

Legislation (H.B. 4001) to repeal the requirement that all gasoline offered for sale in the state contain a percentage of ethanol was approved by the Senate on a 33 – 1 vote. Currently, the Florida Renewable Fuels Standard requires that all gasoline sold or offered for sale by a terminal supplier, importer, blender or wholesaler in Florida contain 9-10 percent ethanol, or other alternative fuel, by volume. The bill will now be sent to the governor for his signature and enactment into law.

We Urge You to Contact Governor Rick Scott (Contact Info Below) Immediately to Request his Support for H.B. 4001

- H.B. 4001 recognizes that ethanol increases water formation which can then corrode metals, plastics and rubber, especially over a period of time when the vehicle is not used. Current high performance specialty parts along with pre-model year 2001 cars and parts may be most susceptible to corrosion.
- H.B. 4001 recognizes that the life span of vehicles and equipment can be dramatically reduced with the wrong fuel and that owners could be confronted with break downs. Anti-corrosion additives are available for each purchase of gasoline but can become expensive, burdensome and require consumer education.
- H.B. 4001 recognizes that while the current ethanol mandate does not apply to fuel used in collector vehicles, off-road vehicles, motorcycles or small engines, there has been an inability to obtain unblended gasoline for engines that may be damaged by ethanol. **DON'T DELAY! Please contact Governor Rick Scott immediately to request his support for H.B. 4001.** Also, please forward this Alert to your fellow car enthusiasts. Urge them to [join the SAN](#) and help defend the hobby! Thank you for your assistance.

Florida Governor Rick Scott

Address:

Executive Office of Governor Rick Scott
400 S. Monroe St.
Tallahassee, FL 32399

Electronic Message:

<http://www.flgov.com/contact-gov-scott/email-the-governor/>

Office Telephone:

(850) 488-7146

Where to Find Ethanol Free Gas

<http://pure-gas.org/>

1. Click on the link above.
2. Scroll to the bottom of the page and click on your state.
3. Scroll down to find your city and locations.

Death List for 2014 Cars

Models that will not be coming back in 2014.

[h p://autos.yahoo.com/news/death-list-2014--the-cars-you-won-t-see-next-year-211536459.html?page=1](http://autos.yahoo.com/news/death-list-2014--the-cars-you-won-t-see-next-year-211536459.html?page=1)

How to Read a Wiring Diagram

First a word of caution: there are multiple sets of wiring diagrams for every car and sometimes that same year. An example would be cars with right or left hand drive or cars that were made for the California market which has always had more stringent pollution control laws than the rest of the nation. Make sure you have the correct diagram for your year and car before you start to work on the wiring.

A few generalities on wire colors on our British Cars:

Brown: Carries voltage (hot) all the time and is unfused.

Purple: Hot all the time and fused.

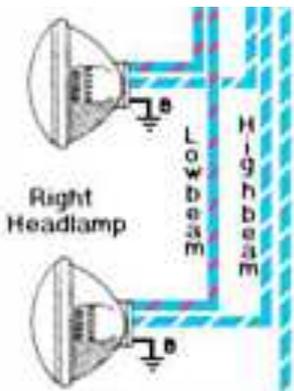
White: Hot with the ignition on, unfused.

Green: Hot with ignition on, fused

Blue: Headlights

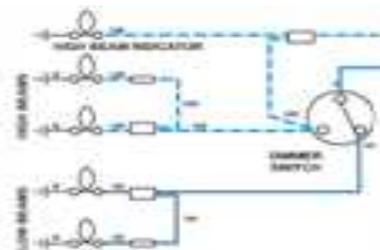
Red: Side lights

Let's start with some basics. Battery and Ground. Most of our cars are 12 volts, negative ground (Negative earth in Britspeak.) A few of the earlier models were positive ground. What this means is one side of the battery (negative or -) is grounded or attached to the engine or body of the vehicle in some manner. The positive terminal (+) of the battery is generally attached to the solenoid. When you turn your key to the **On** position it switches 12 volts to the coil and other electrical components. When you turn the key to **Start**, it supplies 12 volts to the starter motor by way of the solenoid and cranks the engine.



Everything electrical on the car works on the principle of battery on one side and ground on the other. If you have a marker light, tail light, backup (reversing lamp) on the car, one side is grounded to the body of the car. When the light needs to be on, 12 volts is supplied to the other side and the light comes on. This is a little easier to visualize if you look at the wiring diagram to the left.

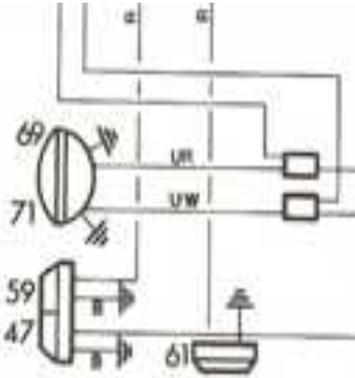
In the excellent example shown, ground is marked as **B** along with the universal symbol for ground. This drawing shows the wire colors as they will appear at the light and if you follow the wiring back to the source (the dip or dimmer switch), you will find the same colors attached there. Each of the Headlamps has two filaments, one for high beam and one for low beam. Both filaments are grounded on one side. According to the lead with battery supplied on it that lamp will light; battery on the blue/white wire, high beam, battery on the blue/red wire, low beam.



In this drawing from another company we see a slightly different set of symbols, these are more universal. This diagram is still a good one because it shows wiring in the colors found on that model. Notice that the high beam indicator lamp is shown. It shows a wire connected in the middle of another... This is never done in practice. What you *would* see is two leads coming from the same terminal or connector.

Both of the drawings here show labels for each major component. *Bentley Workshop Manuals* and *Haynes Workshop Manuals* have everything numbered with a numbered list identifying what each number represents.

Also in these manuals, everything is in black and white, so wires are labeled with somewhat esoteric letters: N = Brown, U = Blue, B = Black, etc. There will always be a legend defining the coloring codes used in their particular diagram. The color codes are very important. In the diagram below notice the color codes of UR and UW



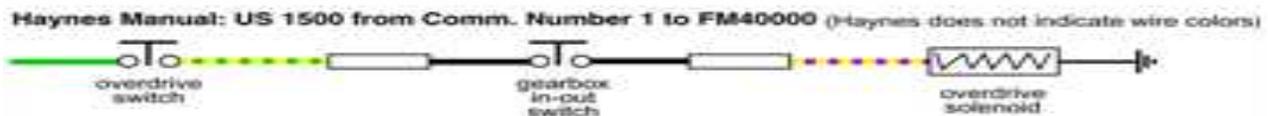
This diagram is an example of what you might find in Bentley's or Haynes manuals. Although functional, it is troublesome to locate an item, get its number, refer to the key to the wiring diagram, check the color code of the wires, look them up in the legend, and then try to remember what you were doing in the first place. Sometimes this is all you have to work with and you struggle through, it just takes a little more concentration.

Let's go through a trouble shooting scenario. One of your backup lamps does not work. It cannot be a fuse, since both left and right lamps work from the same fuse. The first thing you do is replace the bulb. The new lamp still does not light.

Set the parking brake, remove the bulb, turn the ignition key to the ON position (do not start the engine) and put the gearshift in reverse. Ground the **common (black)** lead of a voltmeter to the body, set the voltmeter scale to DC volts and anything greater than 15 volts. Take the other lead of the volt meter and touch the center button at the bottom of the bulb socket. If you don't have 12 volts, check the lead coming from the other backup lamp. The wiring usually goes from the transmission switch to one lamp and then through a short (jumper) wire over to the other lamp. If you don't have voltage, check the wire from the other lamp. If you do have voltage, it probably means the bulb is not making good contact. Clean the button in the bottom of the bulb socket, replace the bulb, and test again.

A few times you may have to follow a wire from the electrical device back to the source. This is where having a color code for a wire is essential. An example of my own is when my horns failed to work after I had new carpeting installed (that doesn't seem logical does it)? I first checked the horn relay, by pressing the horn button several times and I could hear it clicking. I used a long piece of wire temporarily from the positive terminal of my battery and touched the + side of the air compressor. I have air horns (they might not see my LBC but *they will hear me*). The horns sounded so I knew horns and compressor were good.

I began following the wire back to the firewall. Once it went through the firewall I was able to tease it out of the wire loom and followed it to the horn relay. I unplugged the lead from the relay, applied battery, and the horn sounded. Upon careful inspection, I found that the WHITE lead to the relay was missing. I found the lead, reconnected it and everything worked fine.



This diagram is for the overdrive circuit in a Spitfire. There are two switches in this circuit: the first is the overdrive switch located on the gearshift connecting the green wire to the Yellow/green wire.

These colors may or may not be correct. The second switch is located on the transmission and it keeps the overdrive from being activated in first, second, and reverse gears. The main thing to see here is the symbols used for a switch and that both switches have to be operated in order to activate the overdrive solenoid.

Wiring diagrams for TR2, TR3, TR3A, TR3B, TR4, TR4A, TR6, and almost all MGs can be downloaded free from <http://www.advanceautowire.com/>. Scroll to the bottom of the page to find the links. Each download is in the form of a PDF file with multiple pages. Be sure you are using the correct diagram for your car. My recommendation is to print your wiring diagram as large as your printer will allow, take it to Office Depot, Office Max or some similar printing facility and have it laminated. It can be done for under \$5.00 and should be in your car at all times along with a volt/ohm meter.

Excellent wiring diagrams for Spitfires and GT6s can be downloaded from <http://www.triumphspitfire.com/wiring.html>. These diagrams are more accurate than Hayne's according to the web site and this is the one I use when I need to work on my car. The first example of diagrams at the beginning of this article is from this site.

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 numerical readout.



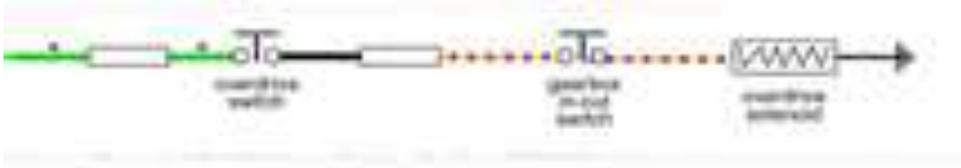
Analog meter



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

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.

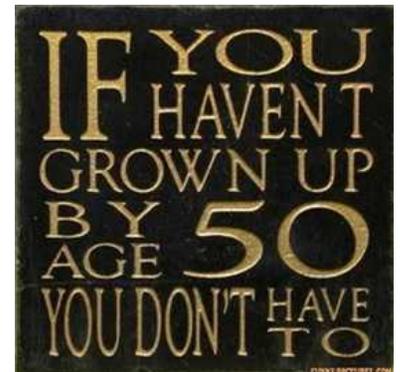
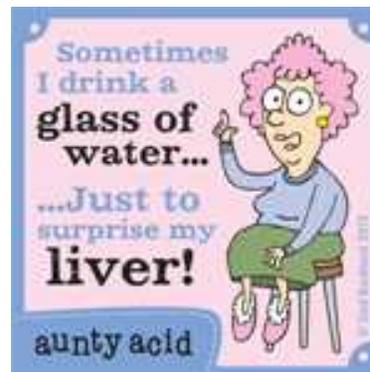
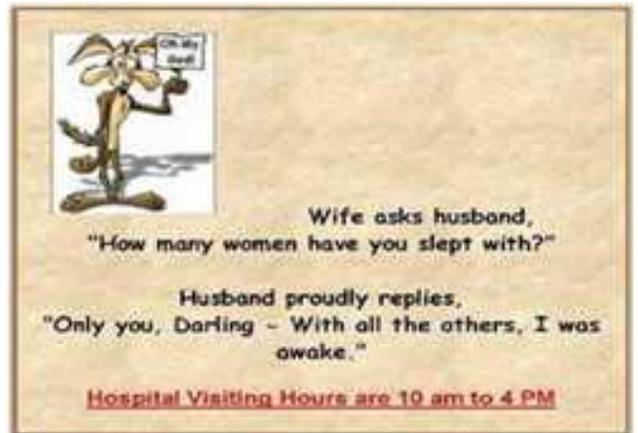
Having a good wiring diagram of your car is essential.

LBC Smith's Speedometer Rebuild

The link below is an excellent tutorial on Smith's speedometers and how to rebuild them. Probably more detail than any of us need, but worth a look-see.

<http://www.tr3a.info/PDFs/speedo.pdf>

On the Lighter Side



Words of Wisdom

- Opportunities always look bigger going than coming.
- Junk is something you've kept for years and throw away three weeks before you need it.
- By the time you can make ends meet, they move the ends.
- Everyone has a photographic memory. Some, like me, just don't have any film.

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 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, Fla 32266

The English Garage

British Car Repairs

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(904)724-1353

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