

TRIUMPH CLUB OF NORTH FLORIDA

Volume 25 Issue 7

July 2013



1409 Forest Ave.
Neptune Beach, Fla 32266



Cheers for the Red, White, and Blue! Happy Birthday, America

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.

Club Officers

President:

Walt Lanz (904) 631-8395 (904)641-3262 wlserv@aol.com

Membership Secretary:

John Kirkham jekirkhamjr@comcast.net,

Secretary/Treasurer:

Norm Reimer (904) 246-6044 suennorm@comcast.net

Events Coordinator:

Cam Anderson Cam1416@gmail.com,

Newsletter:

Lance Brazil (904)247-1030 lbrazil@bellsouth.net

Board Member at Large:

Jerry Popp (904) 287-1891 geraldjpoppp@bellsouth.net

Member Help Groups

Wiring Problems

Charles Fenwick
David Findelstein
Lance Brazil

Polishes, Waxes, Finishes

Lance Brazil

If you would like to volunteer to help other members with problems on their cars, let us know and you can be listed here.

Coming Events

July 7, 2013—Pub Club Meeting, King's Head Pub, on U.S. 1 five miles north of St. Augustine. <http://www.tcnf.org/>

September 6-7, 2013—Brits on the Shoals, Rogersville, AL

September 14, 2013—Car, Truck, and Motorcycle Show at the Jacksonville Landing

September 28, 2013—British Car Classic, Location pending.

October 5, 2013—Myrtle Beach Britfest

www.grandstrandbritishcarclub.com

October 12, 2013—Nashville British Car Club Show. Centennial Park, Matt Cardin 615-353-9868

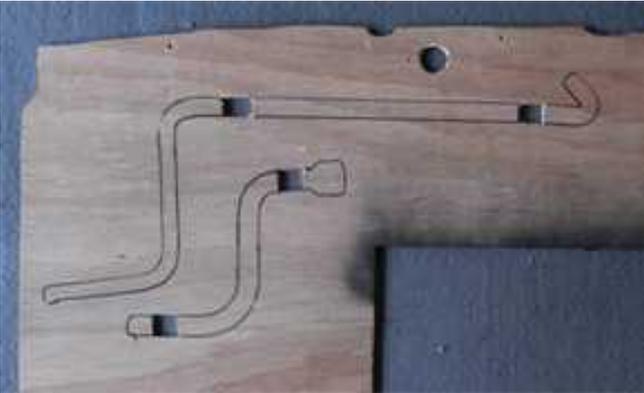
October 19, 2013—Fairhope British Car Festival, SABCC www.sabcc.org

October 19, 2013—British Motor Club of Montgomery Car Show, Lagoon Park www.montgomerybrits.org

October 26, 2013—29th Annual Charleston British Car Day
www.britishcarclubcharleston.com

November 1-3, 2013 Southern British Car Club Show, Chattanooga Choo Choo www.southernbritishcarclub.org

7. Cut out holes for the elastic to hold the tire tools. Below left.
8. Trim the carpeting all around the panel.
9. Cut inside corners at a 45° angle and notch outside corners. Below Right.



10. Starting at one edge begin folding over the carpet and stapling. I used extra long staples which was a mistake since they went all the way through the carpet and the plywood, leaving just enough sticking out to stick my fingers when I grabbed it.

11. I used an X-Acto knife to slit the carpet at the top and bottom of the mounting holes for the tire tools. From the front side I fed through the elastic in the top slit and stapled it in the back. I fed through enough elastic in the bottom slit to hold the tools and stapled it in place. Finished Panel shown below.



about where the hole is and poke the ice pick until you hit the hole.

Hints for mounting the panel:

Assuming you marked and drilled mounting holes for the panel you will notice that it may be hard to locate the holes for the screws. One method I use is an ice pick. Push it through one of the holes and into the mounting bracket. Hold it in place, remove the ice pick and start the screw. If you have correctly measured and drilled the other holes you can poke around until you find the next hole and mount the screw. From that point on you may have to pull the panel out just enough to see

For the side panels, use some poster board and create a template. The side panels, if cut right, will stay in place because of the fit and do not need screws. The general shape of a side panel for a Spitfire is shown below.



UPDATE

Florida Bill to Eliminate Ethanol Requirement Signed Into Law

Heeding the call of angry consumers increasingly wary of the corrosive effects of ethanol blended gasoline, Florida Governor Rick Scott signed into law legislation to repeal the requirement that all gasoline offered for sale in the state contain a percentage of ethanol. Under previous law, the Florida Renewable Fuels Standard required 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.

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. The life span of vehicles and equipment can be dramatically reduced with the wrong fuel and owners are often confronted with break downs. While the ethanol mandate did 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. Thank you and congratulations to all who participated in supporting this bill!

TR6 For Sale

Bob Fent, an old Temple of Triumph friend from Panama City, called me yesterday regarding the above TR6 which is being sold by the original owner.

My brief understanding is that Chuck Dick, 850-319-7301, Panama City, has owned the car since new. The car has an overdrive transmission, good top, top boot, tonneau cover, upholstery and carpets, and is rust-free. It has had considerable maintenance and mechanical repairs over the years and runs good. The original Strombergs (still available) have been replaced with SU's. I think the car has the original red paint, which will require repainting.

If interested, give Chuck a call and get the full and correct details directly from the horses mouth, since the above is from Bob, a second party!

Obin



What You Need to Know about Wheel Balance and Wheel Vibration Control

Mark Shlien

Roughly 12 months ago, I developed a noticeable vibration that came up through my steering wheel at 53 miles per hour. Not 50 miles per hour, and not 56, but 53 miles per hour, only. I took my 1970 Triumph TR6 to the first garage to address the problem. This "chain" is nationwide and is known for tires and alignments. This first stop was the beginning of almost one year of frustration before the problem was solved. In the year's time that I have spent addressing the "vibration" issue, I received an education on tires, balancing machines, wheel vibration and rims!

At 60 miles per hour, and average size tire rotates 850 times per minute. At this speed, slight variations in balance, sidewall stiffness or roundness can cause the wheel to literally slam into the pavement 14 times a second.

The ultra-sensitive road feel of today's vehicles gives drivers a hands-on detection of vibration, a warning of potential problems. Unchecked, excessive wheel vibration, can result in expensive damage and unsafe driving conditions. My experience with vibration was to literally see the front end of my car shake, as my hands worked to keep the steering wheel in the proper position.

In each of the stops I made at different tire stores, I received the same lecture...wheel vibration causes excessive tire wear, damage to suspension and steering components and unsafe steering and handling. Having continued to drive the car with the vibration that I couldn't get rid of, because only the fourth store was able to correct the problem, I was well aware of what was taking place...I didn't really need to hear it over again about the possible damage I could be doing, then again, no one seemed to be able to fix the problem.

What Causes Excessive Wheel Vibration:

1. **Wheels Out of Balance:** Static wheel balancing uses a single weight plan and only addresses "up-and-down" imbalance.
2. **Wheel Force Variation:** A perfectly balanced tire can still vibrate due to Force Variation.

Wheel Force Variation is most frequently due to wheel runout or uneven tread or sidewall stiffness in the tire. Runout is when a tire or rim is out of round when rolling; frequent causes are a bent rim or uneven tire wear.

Uneven tread or sidewall stiffness can be found in new or worn tires. Tires by design are never uniformly flexible throughout nor are they perfectly round. And no two tires are exactly alike in these conditions.

3. **Tire Pressure:** Improper tire pressure and/or misalignment causes irregular tire wear which creates and amplifies imbalance, resulting in wheel vibration. Alignment can be adjusted and wheels serviced to reduce or stop the vibration.
4. **Steering and Suspension Components:** Steering and suspension components need periodic inspection. They can eventually wear out resulting in wheel vibration. Excessive wheel vibration from other causes can also shorten steering and suspension component life!

How Wheel Variation is Corrected:

1. Match mounting a tire and rim by matching the high point or "stiff spot" in the tire with the lowest spot in the rim can make the wheel "round when rolling."
2. In some cases a wheel is so out of round it should be replaced.
3. In some other cases, a tire with excessive Force Variation is defective.

So, with the above in mind, knowing that my TR6 car had all tires balanced multiple times, the front end aligned using a state-of-the-art computerized alignment machine; the tires rotated in every direction possible; and the car driven with chrome rims on and off, the problem was not solved... the vibration continued.

Continued on Page 7...

...continued from page 6

On the Lighter Side

What did I learn from this experience and what was the answer to my vibration issue?? It's the balancing machine, in this case the GSP 9700 Road Force, used to balance the tire that is key (along with a skilled and experienced technician), that matters most. The GSP 9700 Road Force balancing machine provides a "dynamic" balance meaning each rim and tire are balanced using two weight planes. This eliminates "up-and-down" and "side-to-side" imbalance. Where static wheel balance measures only "up and down", dynamic wheel balancing also measures from "side-to-side."

The GSP 9700 Road Force machine lets the Tech balance not only the tire, but the tire to the rim and that wasn't done anywhere else but Goss's Garage. As soon as the "dynamic balancing" was completed on all four tires ...the problem disappeared. In the future, I will always request a dynamic and suggest you do so as well.

** Technical information for this article was provided by Goss' Garage, 9421 Smith Ave., Lanham-Seabrook, MD 20706, (301) 577-9200.*

project, wait 30 minutes before rejoining the family. Two reasons: fire safety and short attention spans help ensure your survival!



Note: this article is courtesy of MG Talk, the magazine of the Southeastern MG T Register.

A frame-off restored Jaguar XKE and a Triumph Spitfire left a car show. The Triumph's engine died on an on ramp to I-95 blocking the XKE from getting to the highway. Both drivers got out to discuss the problem. The Triumph owner asked if the XKE driver could give him a push to the next exit. "Are you crazy? My bumper costs as much as your car" "Okay, could you tow me to the next exit?" The XKE owner said he could do it, but only to the next exit. They connected the two cars together with a tow rope and started onto the freeway. About a mile down the road the Jaguar driver noticed that he had reached the end of the break-in period for his new engine. He forgot about the Spitfire behind him and started to open up the Jag. After he hit 90 and was still climbing, a highway patrol officer clocked him on radar, gave chase but couldn't keep up. He radioed ahead and said "I just clocked a Jaguar XKE going north on I-95 doing over a hundred and here's the part you won't believe. There is a Triumph Spitfire right behind him honking for the Jaguar to pull over and let him go by."

BACKFIRES!

A Handy Guide for the Do-It-Yourselfer! By Bob Horzmann / Moss Motoring

The following are suggestions for working inside in an environment that you share with your family.

- Do not use the clothes washer/dryer as a workbench. While extra holes help clothes dry more quickly, auto parts and black spots are hard to explain to the fire department. AND note: "Appliance White Rustoleum" does NOT match Kenmore White!

- Separate shop towels and grease-covered clothes from the rest of the laundry. It is a molecular property of grease to never leave the washer except on other family members' clothes.

- Words of caution about welding in the basement. Everything that will burn will cost you more than what you are welding is worth. AND after finishing with your welding

Suggestions for when to work...

When there are no witnesses!

When you can pass the joys of automotive work to your spawn without correction from their mother! When you won't disturb the neighbors (as if they haven't noticed the fire truck and police car - Not to mention the yard filled with MG parts).

Parting words... always fit the exhaust system before starting. Someone out there won't share your joy of just being able to start the darn thing!

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

DAVID GERRARD
(904)724-1353

1948 Parental Home Rd.
Suite 2
Jacksonville, FL 32216