

TRIUMPH CLUB OF NORTH FLORIDA

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August 2013

Triumph Club



Of North Florida

1409 Forest Ave.

Neptune Beach, Fla 32266



What is this? Brought to us by Janett Thomas. No one seems to know

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.

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 geraldjpopp@bellsouth.net

Coming Events

August 4, 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
<http://www.shoalsbritishcars.org/events.htm>

September 14, 2013—Car, Truck, and Motorcycle Show at the Jacksonville Landing <http://www.carcouncil.org/>

September 21, 2013—BMC EuroBrit Sports Car Show, Helena Alabama.
<http://www.birminghambmc.org/index.html>

September 28, 2013—British Car Classic, at Classic Cars & Customs, 550 State Road 207, St. Augustine, FL 32084.

www.classiccarsandcustoms.com

October 5, 2013—Myrtle Beach Britfest
www.grandstrandbritishcarclub.com

October 12, 2013—Nashville British Car Club Show. Centennial Park, Matt Cardin 615-353-9868 <http://www.nashvillebritishcarclub.org/CarShowInfo>

October 18, 19, 2013—MG Car Club—Florida annual Brit Bash, Vero Beach www.mgcarclubflorida.org.

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

Member Help Groups

Wiring Problems

Charles Fenwick
David Finkelstein
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.

Thanks go out to **Mark Steiger** for the articles and permission to reprint on pages 3 and 4

Boot (Trunk) Lock Problem

by Michael Coffey

On a recent ten day 1500 mile driving vacation in our Stag to Maine and many states in between from our Pennsylvania home we found to our dismay that on the second day of the trip that our Boot (Trunk) lock would not open. The chrome push button would push in but apparently the rod connecting it to the lock mechanism had either broke or become unattached.

Luckily I had a Phillips head screwdriver in the Glove Box and unscrewed the two bolts that attach the outside chrome push button portion to the Boot (Trunk) Lid. When that section came out it was apparent that the connecting rod to the inside lock mechanism had become undone. I did recall that this connecting rod was held on to the inside lock mechanism

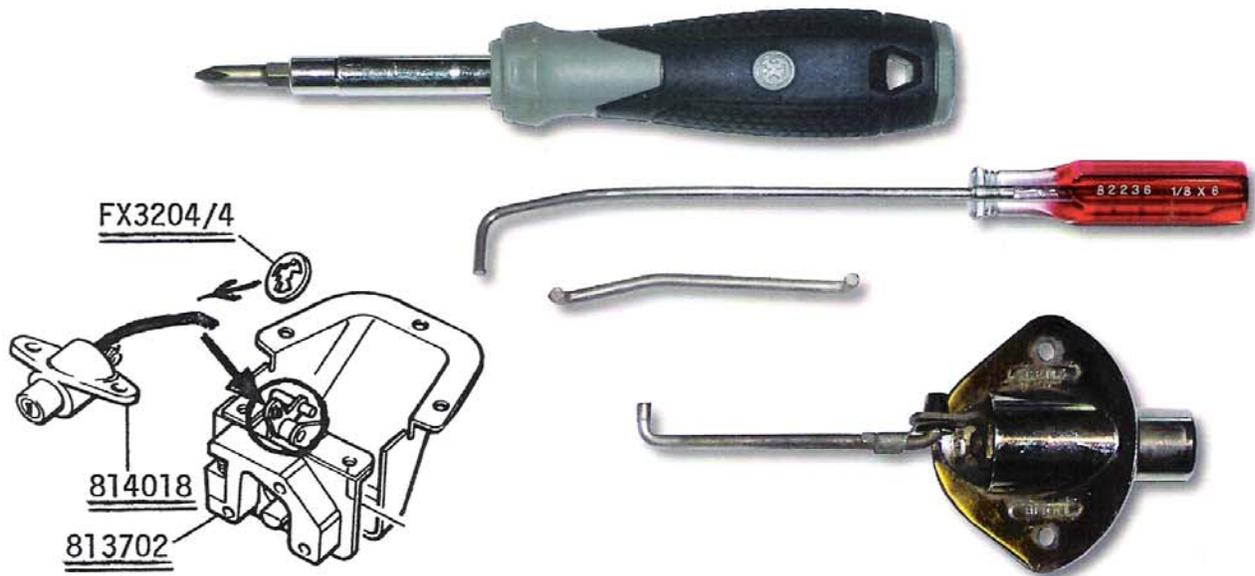
with a Star Washer, which obviously either broke or become unattached.

After many futile attempts to push the inside lock mechanism arm forward because of the steel reinforcement in the rear of the Boot (Trunk) Lid, I decided on an attempt to make a "tool" that would allow access the arm on the top of the inside lock mechanism.

I purchased a small 6" thin flat blade screwdriver, cut the blade off, heated the screwdriver arm and bent it to match the shape of the connecting arm with a 90 degree bend at the top (see photograph for details). It is necessary to heat the screwdriver arm to bend it, otherwise it will most likely snap when being bent.

With new "tool" in hand, I inserted it in to the opening and turned the 90 degree bend into the hole in the top of the inside lock mechanism and pushed forward to a resounding "click" and the lid opened. I then installed the outside chrome lock portion to the inside portion, using two retaining "star" lock washers.

See attached photograph of the screwdriver, arm, chrome outside lock and detail of inside lock mechanism from Stag Repair operations Manual. If you have any questions on this repair, email me at StagpartsUSA@epix.net



Show Some Restraint

When restoring seatbelts, your life is in your hands

by Don Sherman



While seatbelts seem like fairly modern accoutrements, they are in fact as old as the automobile. What evolved into the second-most significant auto safety device (after brakes) was first patented in 1885.

In the 1950s, Ford, Saab and Volvo pioneered three-point belts, recessed steering wheels, improved door latches and padded dashes well ahead of any public demand for such equipment. Then Congress stepped in to mandate the installation of these safety strides in all cars for the greater good.

Today, we feel naked driving or riding in a car without a securely cinched seatbelt, and buckling up is the law of the land. That poses two concerns for collectors

and restorers: When belts are added to models that didn't originally have them, you need to make sure they complement the surrounding decor well enough to pass the scrutiny of show judges. (Cadillac, for example, didn't offer factory-installed seatbelts until 1963.) Another challenge is refurbishing or replacing worn belts to make them appear showroom fresh.

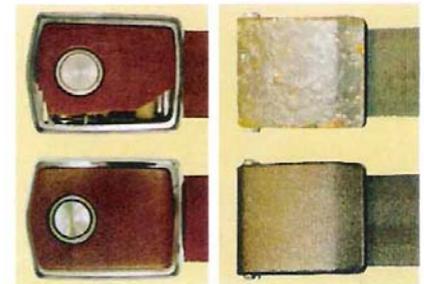
As usual, help is only a mouse click and credit card away. While it's possible for your local seamstress or trimmer to stitch up a frayed original belt, replacing aged webbing and worn buckles is the safer, smarter idea. If you're adding belts to a car that never had them, make sure you use appropriate high-grade fasteners and install steel plates under the floor to reinforce the anchor points.

Vendors like Ssnake-Oyl Products have a long history of rewwebbing, replating, repainting and rebuilding seatbelts. They stock new webbing material to match the original equipment, and they can sew in production-date-coded labels capable of impressing the toughest authenticity expert. For a full set of new or refurbished belts, retractors and plastic boots from Ssnake-Oyl, expect to pay \$200-\$1,500, depending on the vehicle.

If you're on a tighter budget and just want a set of period-looking belts for safe and legal driving to local shows, some of the vendors listed above offer them for as low as \$20 per set.

Suppliers that specialize in one marque—such as Corvette Central—are another source of fast seatbelt satisfaction. This Michigan-based firm sells brand-new, ready-to-use belts for about \$400 (for two sets) and will also restore your originals if you have the patience and funds for such service.

As is always the case with safety-related items, scrimping can be the shortest path to an ambulance ride.

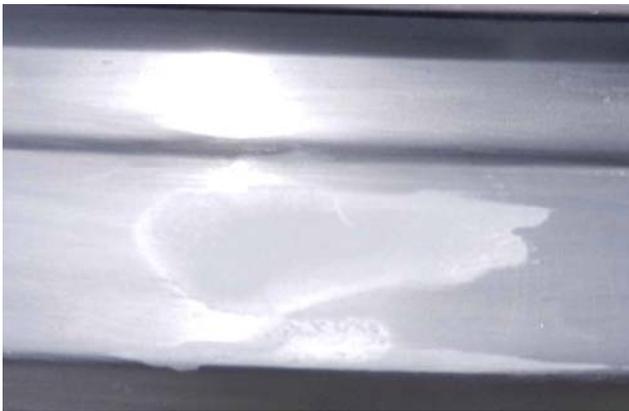


Rubber Bumper Repaint

Several years ago I wrote an article on repainting the rubber bumpers on my Spitfire. It was a lot of steps that, now, I believe were overkill. After years of wear and tear, the rear bumper was showing a lot of scrapes and cracking paint. See illustration on the right.



My first inclination was to mask off the painted areas of the car behind the bumper and do all the work with the bumper still mounted. Masking would make sure that I did not accidentally sand into the painted surface of the car. After working this way for an afternoon I decided to do the job right I would need to remove the bumper and work on a workbench. I removed the bumper and put a drop cloth over my Work Mate and laid the bumper over it.



Each scrape, gouge, and peeling paint needs to be wet-sanded down to the rubber. When sanding these problem areas each must be sanded all the way back to good paint and it must be “feathered” meaning that the edges of the area are tapered. If you run your fingernail over the edge of your sanded area and you can feel a click you have not feathered the spot enough. Any areas not correctly sanded will show up after painting in a great way; not the way you want to see. See the feathered edges to the left. The sandpaper I used was **ACE® Waterproof Sandpaper, 220 grit**.

Once all the spots have been feathered, the bumper must be primed in order for the paint to stick and last. I used **Rust-Oleum® Plastic Primer**. Before spraying on the primer you have to remove any wax or grease. This is one time that it is OK to use dishwashing detergent on your car. Get a bucket and mix up some suds. Scrub the bumper thoroughly then rinse completely and allow to dry overnight.



About an hour before spraying I used **Prep All® Wax and Grease Remover** as a final step to prepare the surface. It dries fairly fast, just make sure there is none left on the surface.

I was a little surprised to see that the primer was white but in the long run it worked out for the best. Every area that needed additional work showed up glaringly so I had to go back and feather more areas and then reprime them.

I allowed the bumper to “cure” in the hot Florida sun for a day to make sure the primer was completely dry. Rust-Oleum® says you can topcoat in five hours but I wanted to be sure the surface was ready.

For the topcoat I used **Dupli-Color® Flexible Black Bumper Coating**. It is available at Auto-Zone and other auto parts houses. Both the primer and bumper coating are in spray cans and each costs less than ten dollars each.

Both in priming and painting the bumper, cover it with several light, almost transparent coats allowing drying time between coats. This prevents runs and sags where too much paint is sprayed at once and drips or runs on the surface.

One can of the flexible bumper coating will cover the bumper adequately. I used two cans to get a good, thick coating and allowed it to cure in the sun for three days. I left a little coating in then can for the inevitable scrapes that will occur. The finished product is shown below after the bumper was remounted to the car.



Mandarin Orange Salad

- Lettuce (your choice)
- Almond slivers (not slices)
- Avocado slices

Arrange orange slices on lettuce, add avocado slices, sprinkle almond slivers and serve with *Old Dutch Sweet and Sour dressing*.

Household Hint

Got fruit flies or gnats? They are after the vinegar smell on fruit decay. Use a small amount of vinegar (apple cider vinegar seems to work best) in shallow bowl. Add a few drops of dishwashing detergent, mix well and place near where the bugs congregate. The vinegar attracts them, and the dishwashing detergent breaks the surface tension. The flies will come to the smell and try to land on the surface. You will be surprised at how many flies you catch this way. It works!

French Dip Sandwich

Ingredients:

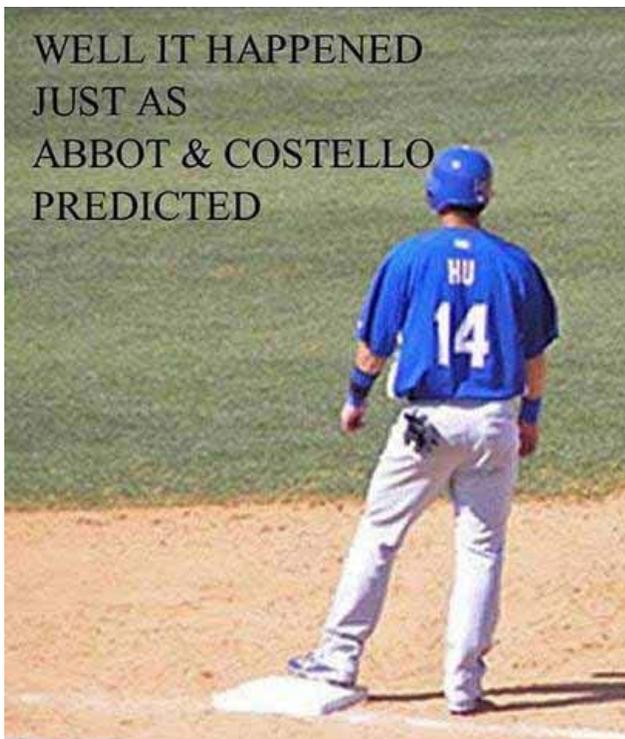
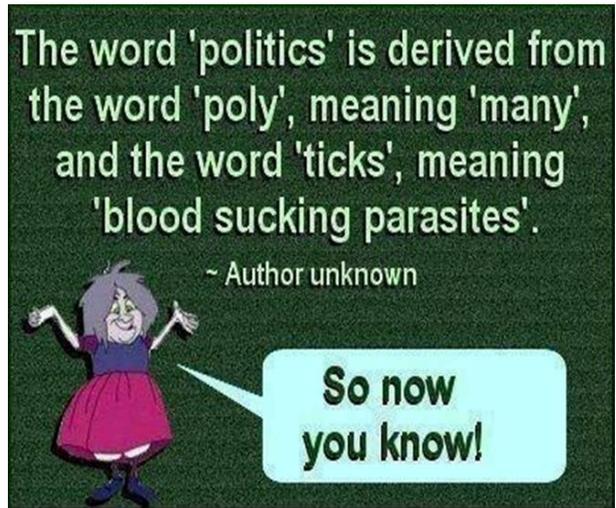
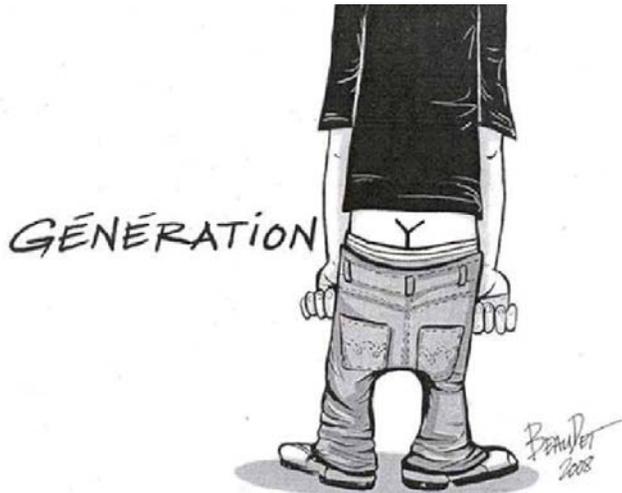
- Cobblestone Mill Sub Rolls
- Sargento Provolone Cheese Slices
- Hillshire Mill Thin Sliced Roast Beef
- Pioneer Au Jus Gravy (Envelope Packet) or equivalent.

Directions:

1. Prepare the Au Jus according to the package directions, set aside
2. Split the sub roll horizontally into equal halves
3. Place four pieces of the roast beef on the bottom half of the bun
4. Place top and bottom in a 350° f. oven for about 4 minutes to warm the buns and the beef
5. Remove from the oven and add two slices of the Provolone cheese to cover the beef.
6. Return to the oven for about a minute or until the cheese has melted

Dip and enjoy eating the best home made French Dip sandwich.

On the Lighter Side



If you don't understand this, you are too young

An atheist was seated next to a little girl on an airplane and he turned to her and said, "Would you like to talk? Flights go quicker if you strike up a conversation with a fellow passenger."

The little girl, who was reading her book, replied to the stranger, "What would you want to talk about?"

"Oh, I don't know," said the atheist. "How about why there is no God, or no Heaven or Hell, or no life after death?" as he smiled smugly.

"Okay," she said. "Those could be interesting, but let me ask you a question. A horse, a cow, and a deer all eat the same stuff – grass, right? Yet a deer excretes little pellets, and a cow turns out a big flat patty, but a horse produces clumps. Why do you suppose that is?"

The atheist was surprised by the little girl's intelligence. He gave it some thought and said, "Hmmm, I have no idea."

To which the little girl replies, "Do you really feel qualified to talk about God, Heaven and Hell, or life after death, when you don't know shit?"

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

1948 Parental Home Rd.

Suite 2

Jacksonville, FL 32216