

# TRIUMPH CLUB OF NORTH FLORIDA

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September 2013

Triumph Club



CV North Florida

1409 Forest Ave.

Neptune Beach, Fla 32266



Tony Cascio with his new project car—Story inside

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:

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### Secretary/Treasurer:

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### Events Coordinator:

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### Board Member at Large:

Jerry Popp (904) 287-1891 [geraldjpoppp@bellsouth.net](mailto:geraldjpoppp@bellsouth.net)

## Coming Events

**September 1, 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 King's Head Pub, St. Augustine [www.mgclassics.org](http://www.mgclassics.org) See Page 11 for registration form.

**October 5, 2013**—Myrtle Beach Britfest  
[www.grandstrandbritishcarclub.com](http://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](http://www.mgcarclubflorida.org).

**October 19, 2013**—British Motor Club of Montgomery Car Show, Lagoon

**October 26, 2013**—Fairhope British Car Festival, SABCC [www.sabcc.org](http://www.sabcc.org)  
Park [www.montgomerybrits.org](http://www.montgomerybrits.org)

**October 26, 2013**— 29th Annual Charleston British Car Day  
[www.britishcarclubcharleston.com](http://www.britishcarclubcharleston.com)

**November 1-3, 2013** Southern British Car Club Show, Chattanooga Choo Choo [www.southernbritishcarclub.org](http://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 article and permission to reprint on pages 7 and 8

## President's Corner

Good day, LBC fans,

Summer is almost over, that must mean cooler weather is near. Ha! you must not have lived in Florida long enough, our cool weather could be October, or December, or January, sometimes February. I've taken the kids out on Halloween in shorts and a T, then sometimes a jacket and jeans, but that's why we live here, to enjoy the pleasant and unpredictable.

OK the gibberish is over September schedule will give us all something to do. The two big ones locally are 9/14 the show at the landing, if you have not contacted Stan Kinmonth with your reservation, you better call or email and see if there is still space available. This year we are offering the MG club members the opportunity to fill in the blanks so we have a full curb, **SO GET WITH THE PROGRAM**. We will be discussing this Sunday at the meeting. [stantr6@comcast.net](mailto:stantr6@comcast.net)

Next is 9/28. Our annual British Car Classic, this year hosted by the MG club, and it will be at the Pub, so check the newsletter or come to the meeting Sunday to get your reservation form, an MG club representative will be there. They support us when we host the show, we **HAVE** to support them when it's their turn.

There are several other shows in September, in Alabama, so if you want to go contact Lance B to see which ones he is going to so you can caravan.

I plan on being at the meeting on Sunday with Barbara, so I'll see you there, with your significant other.

BTW I think I know what that device does that is on the front page of last months' newsletter!, and I'll bring the evidence. I'll also bring some gadgets that I have run across while visiting various pharmacies, and toy stores, besides being information day for the shows, I think I'll call it "Gadget Day", so bring your favorite gadgets.

See you at the Pub Sunday September 1<sup>st</sup>.

**Walt Lanz**

El Presidente

## Tony Cascio's TR4A Story

The story goes like this, one year ago while attending TRF's Summer Party in Amaugh, Pa., I bought a 65 TR4A. Just what I needed, another project! While there, an old Navy buddy says he has a spare block and then another friend says "hey I'll pick up that block and take back to Cleveland and build you a super motor for the 4A", well, here we go again.



I brought the car back to Brunswick, Ga., and pulled the motor and OD transmission out with the help of another good friend, Rhon Jernigan from Delaware who was spending the winter in Florida. We stripped the car of all interior and exterior trim, and then sent it out to the body shop for paint.



I had received the Heritage certificate and it stated that the car was originally Black with red interior. So black it is, the body shop did an outstanding job on the paint, the body itself was in pretty good shape so there was only minor rust to contend with.



Got the car back from the body shop, Rhon and I installed a new wiring harness, (actually he did most of the work) reinstalled all the exterior trim, sent the magnesium wheels out to have them checked and cleaned up. (Not too happy with the wheel place in Atlanta, they didn't do half of what they said they would do but charged me the same price anyway!)

Remember when I said that the motor was being built in Cleveland, well that was the next step after getting as much done as I thought I could, I took the car up there and left it with Marty Sukey, and he finished building the motor and with a little help from my brother-in-law Kevin Kranek, the motor was in.



We travelled up to Cleveland at the end of July to help finish the car and trailer it back home via Aamhaug, Pa. and the TRF summer party this year.

I did have a minor problem with the transmission as it was locked in overdrive, (not good, as you cannot use reverse when in overdrive!!!)

After arriving at Summer party I was talking over my OD problem with a couple of TR members from the PA club and before I knew it they were in the car wrenches in hand, adjusting the OD solenoid so the it would engage properly.





I had no idea what they were doing as I have absolutely NO experience with OD transmissions.

These guys were great! As you can see they were laying on the ground with one on one side and another on the other. Jim Shaw (shown here) and Ed Woods on the other. (evidently Ed is renown for rebuilding OD transmissions). Again, these gentlemen were great, Ed went with me when we tested it and gave me some tips on using the OD transmission.

After all was sorted and still without an interior I put the car in the show at TRF just for fun and to be part of the activities, I did take Best in Show last year with the TR3A, and unbelievably the car took third place in the TR4/TR4A class!

I still have lots of work to do but I am pleased with the results and look forward to driving the car on a regular basis.

**Editor's note:** This just goes to show what a great group of people to be associated with. I had wheel bearing trouble at a car show several years ago and when the news got out I had six guys (with specialized tools) swarming over my car to help clear the problem.

## Sweet Revenge

If you've ever worked for a boss who reacts before getting the facts and thinking things through, you will love this!

Arcelor-Mittal Steel, feeling it was time for a shakeup, hired a new CEO. The new boss was determined to rid the company of all slackers. On a tour of the facilities, the CEO noticed a guy leaning against a wall. The room was full of workers and he wanted to let them know that he meant business. He asked the guy,

*"How much money do you make a week?"*

A little surprised, the young man looked at him and said, *"I make \$400 a week. Why?"*

The CEO said, *"Wait right here."* He walked back to his office, came back in two minutes, and handed the guy \$1,600 in cash and said, *"Here's four weeks' pay. Now GET OUT and don't come back."*

Feeling pretty good about himself the CEO looked around the room and asked, "Does anyone want to tell me what that goof-ball did here?"

From across the room a voice said, *"Pizza delivery guy from Domino's."*

**–From Backroads, The newsletter of the Texas MG Register**

## There's Nothing to Fear but Fear Itself

by Terence Mckillen

Those of us who drive a classic British sports car, or indeed any car that is 30 or more years old, live in some degree of fear or apprehension that something may, or could go wrong. If you are like most classic car aficionados you may well be closely attuned to your car's mood, characterised by the unique noises it makes under various circumstances. We know and become accustomed to the combination of sounds that represent normality, and in their absence, or in the presence of something unusual, we start to panic, as might a herd of zebra as they sense the ominous presence of a hungry lioness.

In my 2013 Volvo, there are a whole host of sensors, gauges, lights and computer generated messages that continually monitor and adjust the performance of the car or tell me, for example, that the centre rear seat belt has been engaged, that the tail gate is unlatched or that the left side reversing light bulb isn't working. I read recently that the central computer in the new BMW 6-Series Coupé (650i) is fed tens of thousands of data inputs per millisecond as it continually monitors the ABS, DST, DTC, CBC, DBC, or some other three-lettered acronym, and all is displayed through heads-up (HUD) technology on to the windscreen. Clearly, car engineering has advanced amazingly in 50 years but has at least some of the fun of driving been lost as a result? There is no longer anything left to fear – heck, the BMW will even apply the brakes if it senses it is getting too close to the car in front.

Getting back to fear itself, I was

often asked if I was scared when making my first solo flight as a pilot. The answer was unequivocally no, because of the progressive training and instruction in the theory and practise of flight prior to the Chief Flying Instructor signing off my log book for solo flight. Now, if there happened to be a strong, gusty crosswind on that particular day, then it might have been different! Even in the midst of a catastrophic event there often is no time for fear. Fear occurs when one has too much time to contemplate. This was fully brought home to me as a result of an experience in the mid-1980s when I was visiting a gold mine in Nevada. The open cast mine was being developed as two separate pits and together with a colleague, I was being given a tour of the "west pit" as, according to our engineer guide, a blast was being planned for the "east pit." Well, our guide got his compass points mixed up and without warning the entire bench on which we were standing was blasted onto a lower level where we had been standing only minutes before. Fortunately, we were examining gold mineralization on the back wall of the bench at the time of the explosion and so were spared being blown into oblivion, however, a significant part of any explosion goes upwards and backwards and I can clearly recall standing there watching rocks and boulders, some the size of a small car, coming my way, all as if in slow motion. My feet never moved but my body seemed to sway from side to side in an attempt to avoid the approaching missiles. Thankfully, we all survived without injury but a few hours later on the way to Reno,

my colleague pulled our rented Land Cruiser over at the side of the road and we were violently sick – the fear and shock had finally hit home after too much thought and discussion!

The point is that if one understands the risks and the processes involved then the chance of something "happening" out of the blue is minimised and fear can be relegated to a backseat role and actually become a component part of the adventure. The same reasoning also applies to running a classic sports car. Some of this fear may be primordial, gained, as in my own particular circumstances, by an experience the very day I collected my TR6 from its previous owner. I experienced a cooling system failure and the blowing of the cylinder head gasket after only 30 miles of motoring, leaving me stranded quite a few miles from home. I know others have recounted similar experiences and we have probably allowed this fear to affect our ability to comfortably take our classic cars on longer trips. We are psychologically tethered by this experience even though we may have, as in my own case, virtually rebuilt our cars and know them quite intimately by this stage.

As I drive along in my Six or my Stag, it is not usually the Sixties on Six on Sirius Satellite XM to which I am listening, rather I am keeping an ear (or two) tuned to catch the first abnormal sound, my hands and feet are all computing vibration or other sensory inputs for something unusual, for any indication of pending trouble. I am also regularly scanning the instrument panel,

a habit derived from days of flying, to ensure that the temperature, oil pressure and alternator are in positive territory and that no warning lights are glowing. By staying attuned to our cars we can hear and interpret what they are saying to us – who therefore needs a central computer as in the BMW 650i?

Is there anything comparable to hearing and sensing that everything is running properly; the music of a well tuned exhaust note as the engine reaches its sweet spot on the power curve or the precision of a snappy gear shift or the exhaust burble as one executes a perfect down shift? As I drive, I will also be monitoring the normal groans, thumps, sighs, clicks, rattles and bangs made by the car— these are the sounds of old age mainly experienced when crossing over the likes of recessed manhole covers, or even tar filled expansion cracks and what passes for normal road surfaces these days! All of these sounds collectively add to the enjoyment of driving, even if a mental note is being made that it really is time to replace at least some of the rubber body mounts that have probably hardened or even completely disintegrated over time leading to some unwanted sloppiness between body and frame. As my friend and fellow British classic driver, Colin Pillar, has stated on more than one occasion, the unreliability factor is part of the charm and the adventure of classic British motoring. Who needs the clinical reliability of a BMW?

During the heyday of the British car industry, the typical English car owner was known as automotive tinkerer and tweeker (was that where the TT in the Isle of Man TT came from?) and I think that the car manufacturers presumed that to be the case and designed their cars to require constant adjustment and tuning. It was a Saturday or Sunday morning ritual, depending on one's

religious upbringing, to at least hand wash and wax polish one's car. The more daring, but not necessarily more mechanically experienced, could be seen lying in their driveways or on the street under their cars while using the pavement (aka side walk) as a sort of 1/2-ramp to gain some ground clearance to facilitate oil changes and drive shaft/transmission lubrication. Sometimes these aficionados, depending on their Monday to Friday status, would be seen dressed in boiler suits or coveralls while the white collared folk would be out in an old pair of cavalry twill pants and maybe a tweed jacket, perhaps even with a buttoned collar and tie plus or minus a cloth cap. Oh, the memories!

This need to tweak is a constant presence with all of us classic car fans no matter what our ethnic background or the marque we favour. It seems to foster a closer relationship between driver and machine. The car somehow assumes a personality and is no longer just an inanimate object. Some of us even go so far as to attribute names to our cars. And some of us may even speak to our cars, beyond the expletives used when a repair job isn't going exactly to plan! I can't see doing that to a Volvo or a BMW which are, after all, just a means of comfortable reliable transportation whereas our classic British sports cars are a means unto themselves, created for

the pure enjoyment and sheer fun of top down driving and that sense of oneness with nature and the open road.

Franklin D. Roosevelt is credited with the quotation which prompted the title to this piece. In his inaugural presidential address of 1933 he states, "So, first of all, let me assert my firm belief that the only thing we have to fear is fear itself - nameless, unreasoning, unjustified terror which paralyzes needed efforts to convert retreat into advance." In the spirit of Roosevelt, I planned on making 2012 the year in which I struck out on longer trips in both the Six and the Stag, cutting that psychological umbilical cord that has been restraining us to a 100 mile radius of home base but like Linus van Pelt from Charles Schulz's comic strip Peanuts, I didn't dispose of the security blanket right away but ensured that Colin motored alongside in his Six. In June, we successfully tackled a 700 mile, four day trip to the Finger Lakes area. Oh, and let's not be too unkind to BMW – they do after all own the Triumph brand and one day may very well bring us a TR9.

*[This article was first published in the Toronto Triumph Club magazine, 'Ragtop' | Spring 2012]*



## On the Lighter Side

### Psychiatrists vs. Bartenders:

Ever since I was a child, I've always had a fear of someone under my bed at night. So I went to a shrink and told him:

"I've got problems. Every time I go to bed I think there's somebody under it. I'm scared. I think I'm going crazy."

"Just put yourself in my hands for one year," said the shrink. "Come talk to me three times a week and we should be able to get rid of those fears."

"How much do you charge?"

"Eighty dollars per visit," replied the doctor.

"I'll sleep on it," I said.

Six months later the doctor met me on the street. "Why didn't you come to see me about those fears you were having?" he asked.

"Well, Eighty bucks a visit three times a week for a year is an awful lot of money! A bartender cured me for \$10. I was so happy to have saved all that money that I went and bought me a Triumph!"

"Is that so!" With a bit of an attitude he said, "and how, may I ask, did a bartender cure you?"

"He told me to cut the legs off the bed! Ain't nobody under there now!"

Forget the Shrinks, Have a drink and talk to a bartender.



## More On the Lighter Side



## Some Interesting Links

Back to the good old days

[http://www.youtube.com/watch\\_popup?v=GDEn3i6g3qo](http://www.youtube.com/watch_popup?v=GDEn3i6g3qo)

A Falcon Nesting in a Tree—Beautiful

<http://i.imgur.com/YW6Fufm.jpg>

17 worst cars by Edmund's

<http://autos.yahoo.com/news/the-17-worst-cars-you-can-buy-215814229.html>

Colo-Rectal Surgeon Song—hilarious!

[http://www.youtube.com/embed/\\_43f9RzAqMM](http://www.youtube.com/embed/_43f9RzAqMM)



**Saturday, September 28, 2013**  
**9 am to 4 pm**

## **Kings Head British Hub**

6400 US Highway 1 North, St Augustine, FL  
904-823-0707

Entry Fees: \$25 for First Car; \$15 each Additional Car

**Peoples Choice Trophies Awarded  
By Class & Model Year**

**Show Starts: 9 am; Voting Ends: 1 pm**

**Registration**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Car Club: \_\_\_\_\_

Car 1 (\$25): Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

Car 2 (\$15): Year: \_\_\_\_\_ Make: \_\_\_\_\_ Model: \_\_\_\_\_

*(List Additional Entries at \$15 each on the back of this form)*

**Make Check Payable to: *MG Classics of Jacksonville***

**Mail to: Linda Dillard, 1423 Green Turtle Court, Fleming Island, FL 32003**

**For Additional Information**

**Call: Linda at 904-215-8048, or e-mail [ldillard@comcast.net](mailto:ldillard@comcast.net), or**

**Go to: [www.mgclassics.org](http://www.mgclassics.org)**



## 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**