

TRIUMPH CLUB OF NORTH FLORIDA

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Triumph Club



Of North Florida

1409 Forest Ave.

Neptune Beach, Fla 32266

Happy New Year

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

January 5, 2014—Pub Club Meeting King's Head Pub Hwy 1, St Augustine, about 5 miles north of the city limits. Look for the red double-decker bus. Time: 1:00 p.m. until 3:00 or whenever we run out of anything to talk about.

September 9-14, 2014—2014 Vintage Triumph Register National Convention at Dobson, NC. Hosted by The Triumph Club of the Carolinas. Start making plans now!

DUES

Save Money...Pay your membership dues in January and you pay only \$15 for the year. Pay in February and pay only \$20 After February all dues will be \$25 for the rest of the year.

Mail your check payable to TCNF to::

Norm Reimer
1409 Forest Avenue
Neptune Beach, FL 32266

Better Yet! Bring your check or cash to the Pub on Sunday, January 5th.

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 and be listed here.

I'm the president of Better Jax Beach, a non-profit formed to help revitalize and bring families back to the Jacksonville Beach Downtown. For the past six months we've put on a monthly art walk on the second Tuesday of the month with great success. Now we're ready to expand and start a monthly "Car Walk" that will take place on the fourth Tuesday of each month from 5-8pm. The plan is to assign the car clubs different locations throughout the area. We'd love for your club to be involved.

Jon

www.betterjaxbeach.com

facebook.com/betterjaxbeach



Connect the Dots

Art Fournier

You've just bought a new set of tires and note that they have colored dots on the sidewall, but do you know what the dots mean? These dots can be confusing since some manufacturers use them while others don't, and some dots are different colors than others. Here's some information from "TireBusiness.com" that helps explain it.

It's difficult to manufacture a perfectly balanced tire, so some tire manufacturers apply a yellow dot to the sidewall to indicate where the tire is lightest. This is meant to serve as a guide to help balance the tire to the wheel during assembly. The yellow dot should be aligned with the valve stem on both steel and aluminum wheels since this is the wheel's heavy balance point. This will help minimize the amount of weight to be added to balance a tire and wheel assembly. Generally, whenever there is a yellow dot, match it up with the valve stem.

This is always true except in cases where a red dot also appears in the lower sidewall. The red dot indicates the high point for both radial runout and radial force variation. Not only is it difficult to manufacture a perfectly balanced tire, it also is difficult to make a perfectly round tire.

Tires tend to have high spots and low spots. The difference between the high and the low is called radial runout. Radial runout changes the radius of the rotating assembly, causing it to raise and lower the vehicle as it rolls along. That gives the perception that the tire is "hopping" or "bouncing" down the road and ends up delivering a rough ride and irregular tread wear.

Radial force variation is similar to radial runout and is a result of a heavy or thicker area being manufactured into the tire due to variations in component thickness, placement and overlapping. Radial force variation applies more force against the road at the tire's thicker spot as the tire runs, which causes one sidewall to flex differently than the other. The result is tire/wheel assembly vibration and irregular tread wear.

To avoid or minimize these problems, whenever you see a red spot, match this up with the valve stem-unless you happen to have a steel wheel that has a dimple on the exterior side of the rim area. The dimple indicates the wheel's low spot so that wheels and tires may be properly matched.

If you see both a red and a yellow dot on the tire, the red dot takes priority. An easy way to remember this is the phrase "Red Rules." Ignore the yellow dot and match the red dot to the wheel low point dimple as some vehicle manufacturers do or, if no dimple is marked on the wheel, align the red dot with the valve stem.

If you see any other color dots, ignore them. They are there for factory purposes. Once the tire leaves the manufacturing plant, dots of those colors have no use.

Some manufacturers do not put any dots on their tires. A tire with no dots does not indicate a lack of tire uniformity or factory inspection. It simply means that those tire companies didn't want to put any dots on their tires. So you are on your own. If you find imbalance to be a problem after mounting the tire, rotate the tire 180 degrees on the rim and then recheck the balance.



Right or wrong?

These are the dots that piqued my interest. Each of the four tires in this set had a yellow dot and a red dot on its sidewall. In each case, the red dot lined up with the tire's valve stem indicating the tire is properly aligned on its wheel.

From *The Standard*, Official Publication of the Capital Triumph Register

Cooking the Perfect Steak without the Grill

What? You say this is not how steaks are cooked! Since I have started using this method, I have not cooked a steak on the grill. This produces the perfect “steakhouse” steak every time and it is exactly right every time.

Utensils:

Cast iron skillet or similar utensil

Acu-Rite Wireless BBQ Thermo-Timer with Remote Pager (or similar device) about \$20 at barbecue or outdoor stores

Your favorite marinade or rub

There are hundreds of pages about rubs or marinades on the internet and in barbecue books. Find one you like and stick to it. My favorite is Dale’s Sauce from my hometown, Birmingham, Alabama. I mix it half and half with water. Have your butcher cut your steaks about 2 inches thick and trim off the fat.

- After you have marinated your steaks in the refrigerator for several hours, remove them and allow about 30 minutes for them to reach room temperature. The steak will cook more evenly if you start off at room temperature. Heat the cast iron or non-stick skillet with about a tablespoon of olive oil to medium high heat. Use tongs to turn; NEVER use a fork, it will allow juices to escape.
- Sear the steak on all sides to lock in the juices. It only takes about ten to fifteen seconds per side for good sear.
- Place the steaks on an oven ready rack and insert the probe sideways into one steak as close to the middle as possible without touching bone or fat,
- Connect the probe to the sender unit.
- Set the temperature on the sender unit to page you when the steak reaches the target temperature: Medium rare, 145°, Medium, 160°, or well done, 170°.
- Put the steak into the oven preheated to 400° on a center rack.
- Sit back and enjoy your favorite adult beverage and wait for the sending unit to page you.
- Once the steaks reach the target temperature and the sender unit pages you, remove them from the oven and have patience; allow about 5 minutes of rest time for the juices to redistribute in the meat. This is an extremely important step, Do Not Skip It!
- Enjoy one of the best home-cooked steaks you have ever had.

TECH TIPS from Classic Motorsports /Grassroots Motorsports

Make Your Own Low-Buck Penetrant

So you deal with a lot of rusty nuts? Go down to the hardware store and buy some acetone, a quart of Mercon/Dexron and a refillable spray bottle. In the spray bottle, mix the ATF and acetone in a 1:1 mixture. Spray away and get your nuts loose.

Mix of whatever light oil is laying around (motor oil, or ATF), whatever solvent is handy (naphtha, acetone, whatever) and more importantly, a BIG squirt of 80w90 GL5 gear oil. Enough you can smell it when using the final product. The EP additives in the gear oil prevent the nut from galling to the bolt (and snapping off) once it starts moving.

In my experiences, a can of lacquer thinner is the best readily available parts cleaning solvent I know of. I regularly keep a gallon can of this around just for this purpose. Throw the old nuts and bolts (or other parts) into a tuna can, swish around for a few seconds, and remove the sparkling clean parts.

De-rust with Vinegar

It's not the most powerful, but it's one of the most benign, and disposal isn't a problem. When I've got rusty parts or hardware, I tend to toss them into a jug of vinegar and let them sit for about two days. Take them out, and the rust is lying in the bottom of the jug. Rinse and use the parts. There certainly are other methods, but of the many I've tried over the years, I keep coming back to vinegar, over and over again. It just works, and it's cheap.

Fishing Dropped Parts

When fishing small dropped fasteners out of iffy places like intake manifolds, carbs or cylinders, use an adapter to neck down your shop vac's suction hose to a small clear plastic flex tube. Bonus points if duct tape is involved, somewhere in the hose or adapter stack, use a leg from an old pair of panty hose or a knee sock as a filter to catch the part before it goes into the vac. It works best if you leave some length up to the toe section inside the hose to create a filter catch bag. I did this to get all the ceramic bits out of the cylinder on my 4.6L Ford after extracting broken spark plugs. Catching all the bits let me reassemble the insulator so I could verify I got all the pieces out before starting the engine.

Detailing Cars

Hazy, clouded, yellow headlights? Grab your toothpaste to restore them to clear and sparkly. Get a roll of 2" blue painter's tape. Apply it to all rubber and black plastic trim before polishing, sealing, and waxing. Now you don't have to worry about leaving that white residue all over the black trim! **Editor's note:** do not use a gel toothpaste.

How to get wax on the black plastic

Go over it with a black sharpie. It'll look reddish for a week or two but eventually it will blend in perfectly. . A toothbrush and some sort of armor-all like substance works well for me. Use one of those larger old school pink erasers. Goo Gone and a toothbrush. And time. Lots of time.

Anti-fog Windows

If your car has no defroster, polish the inside of the window with **Dawn** dish soap. It is magic. I've use this as well as shaving cream. Also works with clear shampoo.

From *Morris Gaze* e Newsle er of the Arizona MG Club

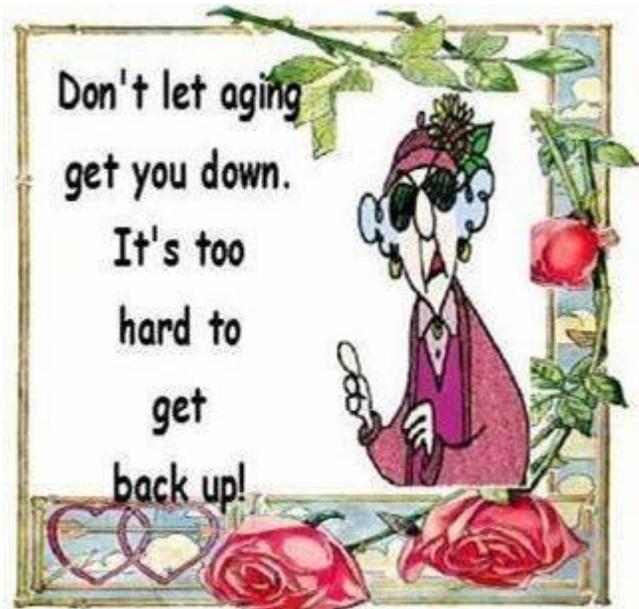
On the Lighter Side



With Age comes skills
It's called MultiTasking
I CAN
LAUGH, COUGH,
SNEEZE, AND PEE ALL
AT THE SAME TIME.



**I DON'T HAVE AN
ATTITUDE I HAVE A
PERSONALITY YOU
CAN'T HANDLE**



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

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Suite 2
Jacksonville, FL 32216