

TRIUMPH CLUB OF NORTH FLORIDA

Volume 26 Issue 5

May 2014

Triumph Club



Of North Florida

1409 Forest Ave.
Neptune Beach, Fla 32266



Sunrise at Cedar Key

See Page 3

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

Member Help Groups

Wiring Problems

Charles Fenwick
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.

Coming Events

May 4, 2014—Pub Club Meeting, King’s Head Pub on US 1 north of St. Augustine. www.tcnf.org

May 24, 2014—First Coast Car Council/Anheuser Busch Spring Car Show and brewery Tour. Busch Drive, Jacksonville, FL
<http://www.carcouncil.org/upcoming-events>

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! <http://www.vtr.org/>

October 25, 2014 – British Car Classic Hosted by the Triumph Club of North Florida, www.tcnf.org

Annual dues are past due!!! If you missed the early signup at a discount price, please send you check for \$25 to Norm Reimer. His address is :

1409 Forrest Avenue
Neptune Beach, FL 32266

May	<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
					1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
2014							

Paid Advertisement Below

Norm,

We are making a trip to Florida in a few weeks. Here is a list of cars that we are looking to purchase. Can you get the word out to your club? We do pay finder's fees. Last year we purchased 5 cars on our spring trip to Florida, (We cannot wait.) Long winter in Illinois. We pay very fair prices. Please have people call or email with what they have.

630-553-9023

708-772-5404 cell

Steves British Connection
1358 W. Church Street
Sandwich, IL 60548

Cars Wanted

Jaguar, Xk-XKE , MG T series, MGA
Triumph TR-2 3-4-250, Mercedes
190,220,230,250,280SL, Porsche
356,911,912,914, Austin Healey,
Riley, Alfa-Romeo, Singer, Mustang
1964-1967 Model T A, Karmann Ghia,
Volvo P1800 Also other interesting
European and American made cars.
Steves British Connection 630-553-
9023 cel 708-772-5404 email
sbccnc@aol.com Actively buying cars
for over 20 years, any condition, fast
payment and pick-up. Generous
finder's fees.

Coast to Coast in One Day

Saturday, April 26 was already warm when we met at Vilano Beach just across the river from St. Augustine. Temperatures were predicted to be the high 80s or low 90s; perfect top-down day.

We started with me and my Spitfire, Cam & Michelle Anderson in their TR4A, Barry and Diane Northway in their TR250, Butch & Susan Harmon in a 1980 MGB, Joe & Susan Calvert in a 1970 MGB. Norm & Sue Reimer drove their Ford. After we got the usual pictures of the cars parked side by side and then pictures of all participants, we loaded up and headed out. The Harmon's seemed to have fuel pump problems and dropped out right away.



Left to right: Joe & Pat Calvert, Norm & Sue Reimer, Lance Brazil, Diane & Barry Northway, Joe & Sue Harmon, and Cam Anderson. Not pictured: Michelle Anderson—Someone had to make the picture.



At 10:20 a.m. Cam led us as we started out. Our first sight was the street in front of the Fountain of Youth. It was named by *Life* magazine years ago as the most photographed street in St. Augustine. It is beautiful to drive down this street covered completely with trees, like driving in a large green tunnel.

We followed highway 20 to Gainesville, where we stopped and **Mitchell's Ale House** for lunch at 12:30. Since we had a large party we were split up into two booths across from each other. I think everyone

was happy with their meal; my Asian chicken Salad was well prepared and delicious.

We all stopped at the service station next to the restaurant to fill up for the rest of the trip. From Gainesville to Cedar Key we followed Highway 24. It surprised me that it was only another 46 miles to Cedar Key and we arrived there at 3:30. Everyone but Norm and Sue were hot and sweaty and wanted to check in, shower, and cool off.

After a while I walked down to the pier and “business district.” It was a short walk and the street reminded me of New Orleans or Key West. While walking I met up with Norm and Sue; they were staying in another location. We talked for a few minutes and then went our separate ways.

Our plan for the evening was to meet a Cam & Michelle’s condo and later head over to the Steamer’s Restaurant for dinner. We spent about an hour on the lanai watching boaters who had stayed out too long and were trying to get back to the boat launch through the low tide. Almost all of them got mired in the mud. One fellow grabbed a rope and trudged through the black oozy mud up to Cam’s lanai and tied it off to a support.



We all walked over to Steamer's and found Joe and Pat Calvert already holding a large table for us. We did have reservations but it was nice to have everything already set up. It was a bit noisy due to the music system and got even noisier when the singer started up.

I was expecting a long wait for the food but it was delivered shortly and we were all pleased with the fare. I ordered pan-seared salmon, mashed potatoes, and coleslaw. The fish and the potatoes were hot and delicious. I am not a fan of potatoes out of a box and was very happy that these were real potatoes. How do I know? Lumps. Just like mama used to make! We spent a lot of time talking about flying since we had several pilots there

I think the calmest wife when flying with her husband is Michelle Anderson. On a trip out of Craig Airport here in Jacksonville she started reading a book on take off. Once in the air the small plane’s engine started to sputter. Michelle calmly folded her book closed, said nothing, and looked out the window. Now that is trust! Cam was able to go around and land with no further trouble.

Barry told of landing in snow so deep it covered the landing lights on a high-wing plane.

Norm’s son is a commercial pilot and was stopped by TSA at one airport because he had fingernail clippers. After he got on board he walked back to TSA holding an axe and said: “This is what is in the cockpit.”

We started back to our condos around 8:45 and I put the cover on my Spitfire. We had all decided to leave early on Sunday morning and go our own separate ways home.

I’m an early riser so I went out and shook the cover several times to throw off some of the water. Then I went over to a dockside café for breakfast. I came back, shook the cover a few more times and started packing. I left at 8:00 before the office opened and put my keys through the key drop. I followed the GPS going home but verified everything on the Atlas. The Spitfire drove perfectly. I plugged in my ear phones and listened to Jimmy Buffett and especially enjoyed “*It’s a Ragtop Day*.” I arrived home at 12:30 and spread out the car cover to dry. It was a great trip with no car problems for those who went the whole way.

Spit Petrol

by Spanner Bush

British Cars of New Hampshire, May 2014

'Tis Spring and your classic is ready to roll. All the checks have been made. Once in the pilots seat, it's "switches on" and "Light the fire!" We have life and as you drive down the road with an ear-to-ear smile, full of pride, other drivers stare at your passing classic. Into the gas station you roll for a fresh tank of gas, still beaming as other drivers smile at your car.

OK, dream over, let's cut to the chase, 'eh?

Some things change; others never do. As is the case with fuels and the combustion process within your engine, the petrol that went into your classic in the '60s & '70s before it rolled off the line in England is not the same petrol that you have just filled up with, but the combustion process is the same. Combustion is a chemical reaction so fuel burns much the same now as it did years ago.

What has changed is the amount of BTUs (British Thermal Units); heat energy within that fuel. Most modern gasoline has around 116,000 BTUs per gallon. By the way, the octane number has no effect on the amount of BTUs in your gallon of gas. Regular or premium, octane is a fuel's resistance to detonation and the octane you need is set by the compression ratio of your engine. Your classic may have a compression ratio of 7 or 8 to 1; quite low by modern standards. Even modern engines with a compression ratio of, say 10 to 1, run on regular gas. It is when we get to the higher compression ratios in modern cars or cars with forced induction, blown or turbo charged, do we need high octane gas.

The effect of high octane is to slow the combustion/burn process so that the unburnt fuel in the chamber does not explode with the heat from the advancing flame. Look at it this way: the spark plug ignites your fuel and air mixture in the combustion chamber. This initial burn is called the "flame kernel". It moves away from the spark plug in the form of a "burning halo", a band of flame with burnt gas behind it near the spark plug with unburnt air/fuel ahead of it as it moves across the chamber to consume the unburnt mixture.

If this flame moves too fast it will pre-heat the unburnt fuel to the point of ignition before the advancing flame gets to it. This will, in effect, give a second halo and cause a sudden spike in combustion pressure. This is the pinging you hear when detonation occurs. From this we can see why higher octane fuel have additives to slow the burn and reduce the speed across the combustion chamber so that we do not get detonation. Other factors can add octane to fuel. On modern engines with EGR the exhaust gas fed into the intake adds octane by mixing burnt exhaust gas which buffers and slows the burn in the chamber and reduces detonation. Also, taking in moist air on a damp morning adds octane. Steam/water injection also adds octane. Go to a race track during practice in the morning when it's cold and a bit damp. The engine of the race car will have ignition timing set to the conditions of air temperature and humidity. Later in the day, when it warms up and the air is drier, the ignition timing will be reset due to those changes.

Something else that has not changed is the point at which your engine needs maximum pressure on the piston to make the most power. Your engine is a system of "levers." The pressure on the piston from combustion forces the connecting rod lever down onto the crankshaft lever. The position of optimum leverage to start is around 9 to 11 degrees after top-dead-center (TDC) of the piston with the maximum piston pressure at around 15 to 20 degrees after TDC. Old or modern engine, this is where we want the power, the "sweet spot" of the motor. The other part of this operation that has not changed is the fuel burn time. Think about why we need to advance the ignition timing as the engine RPM goes up. Higher speeds with more fuel going in takes longer to burn so we give the engine more time to burn that extra fuel by starting its ignition earlier. Simple, eh?

Let's jump back to BTUs and the energy in your gas tank. We are all aware of the horror stories of ethanol in modern gasoline. If your fuel system is not designed for it then it can damage fuel pumps, fuel lines, carbs, etc. Ethanol is hydroscopic; it absorbs water. It also reduces the amount of BTUs in your gasoline. This means that to get the correct amount of heat energy that your engine needs, it has to burn more fuel. Case in point: in a recent chat over the phone to a fellow BCNH member who owns a Triumph, the subject of fuel and carbs came up. The member had the old Stromberg carbs removed and twin Webers fitted in their place. The engine had major "flat spots" on acceleration. This was cured by an increase in jet sizes to allow it to

take in more fuel. Think on this when you have your carbs rebuilt to the original standard specs. Chances are the jets and/or needles will need to go up from “standard” to “rich”.

Fuel filters and water separators are a must-have when we run fuel with ethanol but stay away from paper type fuel filters. Water in the fuel will turn them to mush. Anything but paper is good.

For those who wish to run 'pure gasoline' you may want to seek out your local airfield or marina. They usually have ethanol-free gasoline. Take some cans as they usually will not pump straight into your car. If this is out of the question for you, take all the safeguards you can to prevent damage to your fuel system.

I hope this article gives you insight into fuel and the combustion process. Feed-back and comments from other members is most welcome and I hope to pen other articles in the future.

Reprinted from *The Southeastern MG T Register*, May 2014

How Many Volts Would You Like with that, Sir?

In a recent article in *Safety Fast!* on the *Problems Solved* page, an MGB owner has trouble with a fuel gauge that was not registering the contents of his fuel tank correctly. It was saying it was half-full when the owner knew the tank was full. The answer to the query involved checking the fuel tank sender, the wiring, and the gauge itself. To my mind the answer was incomplete as it missed out one small and often overlooked item hidden high on the scuttle behind the dashboard, the voltage stabilizer.

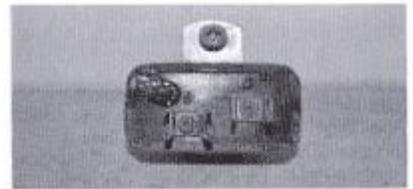
Because our cars have great variations in voltage, anything from 11.5 to 14volts, the Smith's fuel gauge was designed to use 10 volts and the voltage stabilizer provided this smaller voltage. However, because of when it was designed and with the technology of the time, it was necessarily somewhat crude. The voltage stabilizer does not provide a constant 10 volts, instead it cycles from full output voltage to 0 volts and anywhere in between. The idea is that it provides an average of 10 volts and because the gauge itself is highly damped the driver does not see all this variation. Try connecting a multi-meter to the two wires connected to the fuel gauge and you will see a huge variation in the voltages as the stabilizer cycles through the range. As our cars are over 40 years old it will come as no surprise to learn that under reading fuel gauges may be caused by faulty voltage stabilizers.

I had this issue a little while ago. My fuel gauge never read above 1/4 full. Checking the wiring did not reveal any obvious fault and the gauge itself seemed fine. I knew the sender in the tank was good, so that left the voltage stabilizer. I cleaned up the connections and the earth but this did not improve matters. It was cycling through the voltage range but I could not work out if was doing it correctly, so I simply replaced it with an updated solid state modern unit that was putting out a steady 10 volts no matter what the voltage in. I now have a fuel gauge that now reads full when the tank is full. It's a modification that is an improvement on the original.

–MGs of Baltimore

Editor's note: I recently replaced my voltage stabilizer with a solid state unit. In the Spitfire I had to remove the center section of the dash to get to the back of the speedometer. Needless to say it was a four hour job since I had to remove the tachometer to get to the back of the speedometer where the Stabilizer is located. The stabilize is not expensive and one company makes a little wiring harness to move the stabilizer to a more convenient location. If you are going to attack this project spend the extra to get the harness. My gas gauge now reads more accurately and I am pleased with the results.

The original voltage stabilizer looks like this:



And the new voltage stabilizer looks like this:



Shane Dosse

On The Lighter Side

Just because you can... doesn't mean you should:

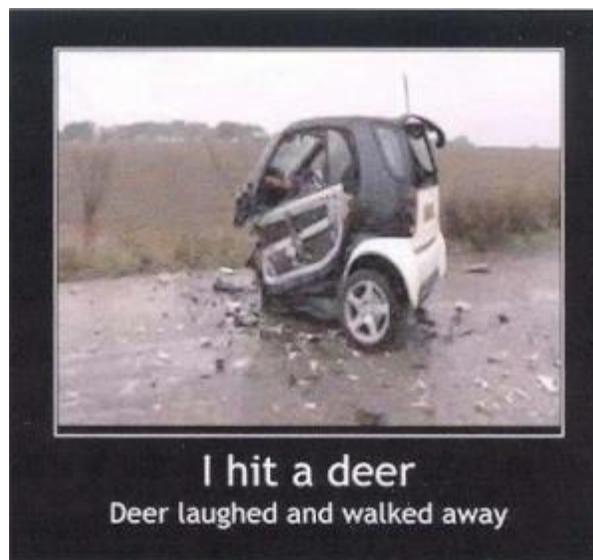


Tower: Eastern 702, Cleared for take off, contact Departure on frequency 124.7

Pilot: Tower, Eastern switching to departure. By the way after we lifted off we saw some kind of dead animal on the end of the runway.

Tower: Continental 635, cleared for take off behind Eastern 702. Contact Departure on frequency 124.7. Did you copy the report from 702?

Pilot: Continental 635 cleared for take off, roger; and yes we copied Eastern. We've already notified our caterers. –*Uncle John's Funniest Ever Bathroom Reader*



Smart Phone Texting Guide for Seniors

ATD: At the doctor's

BFF: Best friend fell

BTW: Bring the wheelchair

BYOT: Bring your own teeth

FWIW: Forgot where I was

GGPBL: Gotta' go, pacemaker battery low

GHA: Got heartburn again

IMHO: Is my hearing aid on?

LMDO: Laughing my dentures out

OMMR: On my massaging recliner

OMSG: Oh, my! Sorry, Gas

ROFLACGU: Rolling on the floor laughing and can't get up

TTML: Talk to me louder

ILMGA: I lost my glasses again

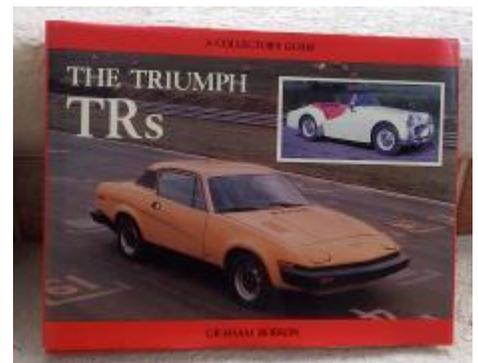
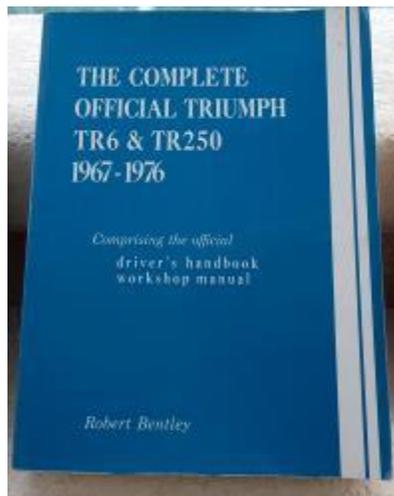
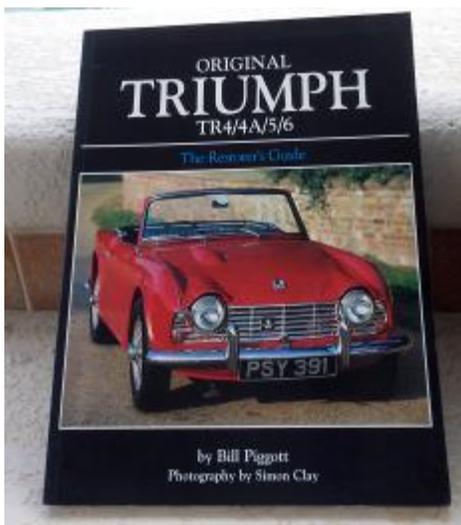
WDIP: Where did I park?

CFMC: Can't find my cane

WYNA: What's your name, again?

Triumph Stuff for Sale

We are selling our Triumph books and British Picnic Hamper. Asking \$150 for the hamper and \$30 for the books. Hamper was \$300 new and is in perfect condition. Books are in excellent condition.



Pub Meeting

At the King's Head Pub on April 6th, board members discussed several changes to the Bylaws of the Triumph Club of North Florida. The changes discussed are to bring the bylaws up to date and make them more like our club is run today. For example: the bylaws have us listed as a non-profit organization. We are not now, nor never have been such since it is a long and costly process. All changes to the bylaws will be published in the June newsletter for members to vote on.

Another note: we need a volunteer with artistic abilities to help design a tri-fold brochure describing our club. We hope to have them printed and left in restaurants around town to find new members. I have the basics done and can provide the software—volunteers?

Barry Northway volunteered to be membership chairman. If you have not paid your dues for this year, he will be calling you soon.

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