

TRIUMPH CLUB OF NORTH FLORIDA

Volume 27 Issue 7

July 2015

Triumph Club



Of North Florida

12036 Royal Fern Ln.

Jacksonville, FL 32223

HAPPY BIRTHDAY TR-4

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(See page 7 for TR-4 story)



Notify Norm Reimer of address changes at (904) 246-6044 or email to "suennorm@comcast.net"

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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 will be listed here.

Racing and Autocross

Don Marshall

Our expert source for auto racing.

Coming Events

July 12, 2015 – 1 PM Kings Head (month meeting) Kings Head British Pub

July 25, Saturday - Cam's TR-4 Birthday

August 5, Wednesday – Monthly meeting and presentation at Kings Head British Pub

September 8, 2015 – Monthly meeting, Fernandina Beach

October 4, 2015 - 1 PM, Club meeting at Kings Head British Pub

October 10, 2015 – British Classics Car Show, Green Cove Springs
Downtown Festival - POC MG Club

October 12th - Gun Range (subject to change)

November ? - Club meeting and Movie Night at Kings Head Pub

December 6th - 1PM, Club Meeting at Kings Head Pub

MANY THANKS to LANCE BRAZIL - Long term Newsletter editor.

You may notice a clear reduction in quality and quantity for the newsletter this month. That is because the member who has been doing the newsletter for 10 years, and doing an outstanding job with it, needs a break and somehow you get stuck with me now. Lance took over newsletter duties and steadily made improvements. I know I always looked forward to getting the TCNF Newsletter. And as I slowly found out, it is not just getting a notice of next meeting out, but education aspects and coordination with a broad group of auto and British car folks and clubs.

You should make a point of telling Lance how much you appreciated his hard work every month (month after month after month....). I know I appreciate that he is not just "handing" this over, but is watching over me as I get the process set up and get used to doing at least a passable job - especially when compared to his great work.

THANKS Lance!

EDITOR in TRAINING

Well guess I am now the one you can fuss at for newsletter issues. But keep in mind that I am new to this task, in more ways than you might know. New PC, new programs, no experience, etc., etc., but there is a master that I can call and have done so.

I will do my best to make sure some level of newsletter gets to you before each monthly meeting, but will not promise what it will look like. I expect some of the newsletters will be a little shorter and thinner as to content - at least for a few months.

So, please bare with me while I learn the basics.

I will expect and welcome "helpful" criticisms. I want each of you to bring me your suggestions, articles you see, pictures of your and other cars, and any events that members might like to hear about. My only agenda is to use this to help you enjoy Your Club.

Steve Arrington

(904) 262-7071 / (904) 338-1587 / arringtonsp@att.net

TOM & BETTY'S

On June 9th , the TCNF held a monthly meeting at the venerable restaurant, Tom & Betty's. We saw a few members that we seldom see every month and that was a very good thing. We got a group of tables away from other customers, so it was like having our own meeting area. Many remembered going to Tom& Betty's at its old location before the fire took the whole building to the ground. For those few who have never been, the theme is cars, with auto tags, signs, bumpers and many more items from and celebrating the automobile. This is carried on their menu too, with dishes / sandwiches named for all sorts of cars. Some old favorites did seem to have newer car names than years ago, but it was a lot of fun. Note that 3-4 folks did get the TR-7, their only Triumph dish. So if we plan to return, we need to lobby for at least one more Triumph dish. Other "away" meetings will be planned, so you need to make your wishes and suggestion known.

Discussed was: the British Car Classic sponsored this year by the MG Club which will be held in Green Cove Springs. Better put Oct. 10th on your schedule now, many stated how good the TECH session was at Charles, the Car Council plans were reported too and Lance sent their newsletter to you last month.

Steve A's "other" project - ACL 1504, Steam Locomotive

Last month, Lance put in a good article on this project with a few pictures of work in progress, so thought you would like to see a picture of the nearly (99.99%) completed effort. Will have to say that just as it looks as if this is getting done, someone comes up with another *improvement* we can do. Guess it has become a work of love - sort of. Oh, by the way, if you don't want to see more pictures of trains, you best send in pictures of your cars.(this was meant as a joke - just in case)



TCNF Club Shirts and Caps - BIG SALE

Gerald Popp provided this list below of the remaining stock of shirts and caps. Now I know you have been wearing yours and at least washing it occasionally, so it must be getting a little worn or tired. So pick out what you want and give Gerry a call so he can bring it to next meeting.

One item under discussion is getting new shirts with maybe a couple of different type of shirts, like something more in tune with the ladies too. Pass on your suggestions to Gerry. But we need to clear our inventory first.

SHIRTS:

Color:	Small;	Medium;	Large;	2X Large;
Maroon	1	1	2	1
Black	1	0	1	2
Red	1	0	1	1
Green	0	0	1	1
Grey	1	0	2	1
White	2	2	0	1
Blue	2	1	1	0
Navy	1	0	0	0

CAPS:

White	- 1
Blue	- 2
Black	- 3
Beige	- 3

OH Yeah - almost forgot the best part -

Prices: For a short time the shirts are \$10.00 - you just can't beat that.

Caps are only \$5.00.

Suggests you call Gerry ASAP

He will have these at our meeting on 12th.

The 'Other' Rubber!

The other rubber I am referring to is the tires on our British cars. Many times I have noticed cracks appearing in the tires on some of our cars that really concern me. It is the infamous 'so called' *weather cracks*. Well, for the most part, the cars noticed with these weather cracks are cars that are parked inside, under cover and well protected...and the tires have most of their tread. So where is the weather that causes these cracks in our tires?

A bit of background first the so called 'rubber tires' are really not natural rubber tires. Mr. Goodyear started the RUBBER tire formula many years ago. In the past years, the main material used in car tires have changed and there is no natural rubber left in car tires today. The ingredients in today's tires go something like this a complex formulation of cross-linked butadiene, silica based fillers, an acrylate polymer, carbon black, and various other components protected by the manufacturers.

Most of today's' tires, regardless of the manufacturer, also have what is called an ozone resistant chemical. Today's tires also start to break down as soon as they are made. WHAT? Yes, tires, milk jugs, plastic bags, oil containers, plastic tarps, and the list goes on... all are designed to break down when left exposed to sun and air. Visualize with me for a moment if you will and think about the roadsides in America. There are millions of cars on America's roads daily – all leaving little trails of the compound from their tires behind them. If this compound were to accumulate, before long there would be huge piles of scuffed compounds beside our highways. The physical size of the scuffed compound is extremely small so the breakdown is very fast. A good example of what this scene might look like if our tires were real rubber – the pile of rubber beside the highway would become very high, very quickly. For those of you that have been to a major auto race of only 500 miles with 40 or less racers, the pile of rubber on the sides of the racetrack can become several inches thick. Granted the race cars are driven at very high speeds and their roads go round and round. Point to be made – the racecar tires have much natural rubber in them so that the tires are soft, sticky and pliable. The racetrack operators have to vacuum the track to remove this debris (several hundred pounds of the stuff) after each race.

Now back to the main subject – weather cracks in our car tires. Today's tires are designed to be used at a regular rate – a 60,000 mile tire at today's use will probably be replaced before five years. How old are the tires on your car? The other happening by design is breakdown of the tire components. This breakdown is caused by sunlight, air and ozone. Tires are supposed to be used to keep them pliable and flexible. If a tire is not used on a regular basis, it will start to harden and will develop hard spots and flat spots. Extended times of inactivity of the tire will cause the tire compounds to separate from the structural cords. This is NOTGOOD.

What to do? Inspect your tires. If you see cracking of the sidewalls, you need to take immediate action. Remove the tire(s) from the rim and determine if the cracks are into the cords. If they are, the tire should be replaced. A tire that has severe cracks can just self-destruct at highway speeds. Also, check the spare, but don't be surprised if it doesn't show many cracks. The spare is typically kept in the dark most of its life – and is subject to low ozone levels.

If a car is to be stored for some time, tire manufacturers recommend removing the load from the tire by placing the car on stands and adding about five pounds of pressure to each tire. Car experts recommend placing your car on stands positioned so that the cars weight rests on the suspension. By Charles Long.

Thanks to our pals at the Southeastern MG T Register and the Southern British Car Club for this article.

By way of The Texas MG Register June 2015

A History of the TR4A

The TR4A – beginning of a major transition

Apparently there was always the feeling at the factory that the TR4 was an interim model. Financial woes caused the company to introduce the TR4 when it did; otherwise a car to replace the TR3A might have been even more complex, technically more advanced and in general more exciting. It might have been the TR4A!

The origins of Harry Webster's IRS design stem from around 1962, and the basis for the TR4A stems from that as well; it was expected that the change to IRS would cause a radical change in the behaviour of the car, so it would be necessary to begin a new project and plan a new model. If evolved steadily until the completed project was vastly different from the car it was to replace. According to Robson, "the TR4A was as different, in its own way, from the TR4, as that car had been from the TR3A. It was yet another step along the transitory path which was to convert the rugged little TR2 into the smooth and thoroughly modern TR6.

Webster's team was faced with a major problem – although they had been asked to design an independently-sprung TR, they also had to make provision for the United States, where the cars would still be sold with a solid axle. No matter how much Leyland tried, the North American distributors would not give up the idea that they could still sell TRs with a live axle at the right price, that road holding at the limit was not yet critical to sales there, and that IRS was bound to be more expensive. So it was agreed that the new chassis would be amenable to both layouts, and that both layouts would be available in the US. It was not ever considered reasonable to keep the narrow TR4 chassis for the live axle cars.

The new chassis-frame had a radically different layout from the previous cars. The rear suspension was semi-trailing wishbone plus coil spring, that design having been proven on the Triumph 2000 saloon. Parts were not interchangeable between the two models, but they were philosophically the same. The TR4A kept lever arm shocks for ease of installation. The IRS cars received a massive pressed-steel bridge piece to support the differential casing and provide upper anchor points for the coil springs; the live axle cars didn't have the bridge piece and got long half-elliptic leaf springs. When prototypes were made ready for the road, managing director Stanley Markland pronounced the new chassis "safe for 120 mph"!

Which, of course, brings us to the motivating unit. Markland wanted more power for the next model, but Triumph's six cylinder engines really weren't ready yet. So the decision was made to continue on with the tried-and-true 2138cc Vanguard derivative – aging design, wet liners and all. There was talk of punching this out from 87mm to 93mm bore to give a 2499cc dry liner engine, to provide an adequate jump in power from the TR4 to TR4A, but the prototypes didn't

give the hoped-for results. So the 2138cc engine was given its final boost, to 104bhp at 4700 rpm.

The TR4A was phased in smoothly at the beginning of 1965. Body production changes were limited to a new grille, decoration and badging, along with new body-to-chassis mountings. The press was happy to see an all-independent car, and Triumph was pleased to be the first British car manufacturer to have all-independent suspensions under every car in their line.

Unfortunately, the TR4A was not as fast on the road as the critics expected. (Neither was the TR4.) It wasn't much faster than the TR3A with its optional 2.2 liter engine had been in 1959 – the TR4A had put on weight with age. Even by comparison with the TR2s of 1953 there had not been a dramatic improvement. Fuel consumption was worse. Product planners at Triumph were asked to make a quantum leap in performance and economy, not to mention extended high speed running (for the new European highways). This, combined with the new emission control laws in the US, spelled the end of the four-cylinder TR. For the 1968 model year, the [TR250/TR5](#) answered the call with the old styling but a new engine.

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10 Reasons That You Know You Are A RACER!

1. You know the last Line of the Star Spangled Banner is "Racers start your engines".
2. Your birthday gift list is a set of Hoosier tires.
3. When you answer the question "What did you do this weekend" the reply is "And you do this for fun, right?"
4. You hear little noises from passengers when you accelerate after a turn in while street driving around a corner.
5. The fire hydrant on your street is used as an apex marker. (see #4)
6. You refer to the curved down the street as a turn 1. (see #5)
7. You take your helmet when you are buying new glasses.
8. You thoroughly enjoy putting car lengths on the tailgater while taking the sharp freeway exit.
9. You consider engine redline important until the last lap of the last race.
10. You burn 118 leaded V-P race gas in your John Deere Law tractor to enjoy the "kicky" smell of the exhaust.

-Keystone Region MG club June 2015 Issue of the MG Gazette

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

T-S-D Rallyes Races

VTR Member? Yes _____ No _____

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, FL 32266