

TRIUMPH CLUB OF NORTH FLORIDA

Volume 31 Issue 1/2

January /February 2019

Triumph Club

www.tcnf.org

1409 Forest Ave.

Neptune Beach, Fl. 32266



Of North Florida

DRIVING EVENTS: Top - PALATKA CLASSIC AIRPLANE AND CAR SHOW

**Bottom - JEKYLL ISLAND CLUB with TIM SUDDARD,
Owner/Editor of Classic Motorsports Magazine, as our guest
speaker (SEE PAGE 6 for more and page 9 for pictures)**



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:

Penny Levy, levy.penny@gmail.com

Vice President /Events Coordination:

Terry Sopher, (813) 508-1243 , terrysopher@gmail.com

Secretary/Treasurer:

Norm Reimer (904) 246-6044 suennorm@comcast.net

Membership Secretary:

Ivan Matos, (931) 801-0479, darkknight006@hotmail.com

Newsletter: Steven Arrington (904) 262-7071 arringtonsp@att.net,

Board Members at Large:

Lance Brazil (904) 860-6799 lbrazil@bellsouth.net

Walt Lanz (904) 641-4089, C-631-8395; jaxwalt@gmail.com

Relatively Knowledgeable Members

Member Help Groups

Wiring Problems

Charles Fenwick

Lance Brazil

Polishes, Waxes, Finishes

Lance Brazil

Vintage Triumph racing

Don Marshall

904-259-9668

Coming Events

March 30th - BCCNF Spring Drive and Pic-Nic , 8:00AM to 4:00PM; at Washington Oaks State Park

April 7th - Club Meeting, 1:00 at Kings Head Pub

May 5th - Club Meeting; 1:00 PM at the Kings Head Pub

May 20-24th – Triumph Register of America National Meet, Dillard, Georgia

<http://triumphregister.com/tra-national-meet/>

OTHERS: - SWFL Nationals Car Show & Classic Car Auction; March 18-19, 2017;
Go to www.roadhousepromotions.com

FCCC - <http://www.carcouncil.org/events/>; for other local car events

If you would like to volunteer to help other members with problems on their cars, let us know and you will be listed here.

PRESIDENT'S CORNER

My husband, Alex, and I met in the summer of 1978 when he was a petroleum geologist at Phillips Petroleum, and I was an intern. The only reason I agreed to go out with him was because he had an interesting car - a brand new 1978 Z28. Soon after we met, the Z28, not living up to its hype, was replaced by a 1974 Jensen Healey, which became my daily driver after our marriage. My dad, Raymond DeMent, a mid-level executive for Phillips Petroleum, passed on his love of cars to me, his only child. Whenever I could, I spent time with him in the garage, passing him tools while he was working on whatever old car he was bringing back to life. Despite their vastly different backgrounds - one, born in Chile, into a family of scientists; the other, the second of 14 children born to a poor farm family in Northeast Arkansas - my future husband and my dad shared many passions, one of which was working on cars. One of my fondest memories is of Alex and my dad sitting in lawn chairs in our driveway in Houston, Texas, drinking beer, watching me rotate the tires, and change the oil on my 1971 Ford Torino. While I never had the interest to do much more than check fluids and tire pressure on my vehicles, I have a great respect for those who can diagnose and heal a sick car. Because of that, I am introducing a new feature in the newsletter, The Relatively Knowledgeable Member, or RKM, for short. These are club members who are willing to lend their fellow members an experienced hand when their Triumphs are not performing as they should. Paul Thomas' TR3A is the beneficiary of such help (check out his article in this issue of our newsletter). If you are able and willing to be listed in that section, please send your name, contact information, and list of cars that you are comfortable working on to Steve Arrington at arringtonsp@att.net. For instance, Alex is very familiar with TR2s to 4As. He bought his first 4A as a graduate student at the University of Florida, and helped many friends work on their English classics throughout his life.

Please make sure to check out the newsletter for details on upcoming events. Terry Sopher and I will also be sending out update emails. We have many exciting opportunities for us to get out and enjoy our cars .

There are also quite a few BCCNF events coming up where we can enjoy the camaraderie with our sister British car clubs. Check out the website at BCCNF.net for details, and to register for those events. Most are no charge, but registration is requested to make organization easier.

I look forward to seeing you at our next meeting, April 7, 1 pm, at the Kings Head British Pub on US 1. This will be a planning meeting, so bring your ideas and calendars.

Cheers!

Penny

Club Membership to the Rescue

It all started about 2 months ago. The TR ('59) started running rough at very low speeds and struggled to stay running at a red light most of the time. Oddly enough it ran perfectly at higher speeds. I took a couple of stabs at it with some friends but no luck. Now come the benefits of the Triumph Club. I reached out to Lance and he rounded Charles up too. They agreed to come by and do some troubleshooting the next Saturday. In rolls Charles in his yellow VW van and not far behind was Lance. The main ingredients - tools, beer and pizza were ready...and they got to work! We (and I really mean them) started at the distributor, plugs, leads etc. Next, a compression check that yielded good results and from there quickly got it narrowed down to the SU H6 that serves cylinders 1 and 2. Charles took the air filter off and that was followed by an "uh oh". The piston inside was stuck half way up. We took the dome of the dashpot off, cleaned everything up and put it back together. Now the piston dropped to the bottom of the chamber as it should. I got the order to put fire in the hole! Within seconds you could hear the purring (the car not me). We took it for a test drive, perfection! This probably seems like a simple fix to many readers, but I'm still a bit of a novice. To top it all off, I did learn a lot in just a couple of hours. Thank you Charles and Lance.

Submitted by: Paul Thomas



The Ten Most Collectible Cars of the Past Three Decades (submitted by Lance Brazil)

Hagerty based its decisions on price momentum and overall buzz. Printed in USA Today January 16, 2019 issue.

- Acura Integra Type R, (Global Debut, 1997) estimated value: \$63,800
- Acura NSX (North American Debut, 1990) estimated value: \$60,100
- BMW 850CSI (North American Debut, 1994) estimated value: \$89,800
- Chevrolet Corvette (Global Debut, 1977) estimated value: \$20,900
- Dodge Viper GTS Coupe (Global Debut, 1996) estimated value: \$51,200
- Ford F-150 Raptor (Global debut, 2015) estimated value: \$83,000
- Honda S2000 (Global Debut, 1999) estimated value: \$25,000
- Mercedes-Benz 500E (North American Debut, 1991) estimated value: \$54,700
- Porsche 911RS America (North American Debut, 1992) estimated value: \$204,000
- Porsche Boxer (Global Debut, 1993) estimated value: \$13,800

Welcome to New members - Getting to Know You



COL(Ret) Terry Sopher & LTC(Ret) Cathy Sopher, New TCNF Members and U.S. Army Veterans

Terry Has been in the Triumph world since 1977, when he was 15. His Dad had a 1970 Spitfire MK3, which later became his first car...Dad then got the 69 Spitfire MK3! Nothing handles like a Spitfire!

Since then, Terry & Cathy have had the '69 Spitfire MK3 (LHD Swiss market, Cosmic Wheels, O/D), '69 TR6 (un-restored and rust free w/ no brake booster & racing HD clutch - ouch), '66 TR4A (O/D, solid axle, Wire Wheels) and now '68 TR250 (O/D, American Racing Magnesium Silverstone Wheels). Terry & Cathy restored the TR4A & 69 Spitfire (both National Concours winners) and their TR250 is an AACA National Concours Winner.

Terry & his Dad started out ('77) in SCCA timing cars and his Dad later became a flag man at Summit Point racetrack (outside Washington D.C.). They were also members of the Triumph Sports Owners Association (when it was unknown that the club and Triumph/British Leyland were in their final years). They were big Group 44 fans!

Cathy and Terry have been Vintage Triumph Register (VTR) members since the '80s and have been to VTR Nationals (Wisconsin, New York, North Carolina, Georgia, Texas, Illinois) and some regionals.

As their Army careers moved them around, they also were members in the Triumph Club of the Carolinas when stationed at FT Bragg (Club Secretary), Capital Triumph Register while at Pentagon & other assignments in DC area (Club Secretary, Treasurer & President. While there founded, with an incredible group of friends & fantastic board, what is now the Largest British Car Show on the East Coast - Britain on the Green), Standard Triumph Club of Tampa & Tampa Bay British Car Club while stationed at MacDill AFB (not much Triumph activity due to new Daughter, then 9/11 & years of deployments) and now Triumph Club of North Florida! They are looking forward to making new friends and having fun with our Triumphs!

Terry works in Defense Industry & Cathy is in Commercial Reality. They are building a new home in Fernandina and hope to be moving in next Fall. Their Daughter goes to University of Tampa and plays Women's Lacrosse.

PALATKA CLASSIC - AIRPLANE AND CAR SHOW

On January 26th, several members did the relatively cold (actually, for Jacksonville it was VEERY cold) drive to Palatka for the wonderful annual event. It is always exciting to see so many different airplane and cars in one site. While only three Triumphs made the trip, we were all together and got a lot of comments. We expected to hear from older folks that have had or ridden in a Triumph in their youth, but were surprised at how many young folks stopped and asked a lot of questions. Sure many did not know what cars they were, but think we at least wetted the appetite of a few .

Pictured on cover are (from right), Steve Arrington, Alex and Penny Levy, Cathy Sopher, Howard & Davine Roberts (Cathy's parents), and Terry Sopher



JEKYLL ISLAND CLUB and March Meeting

3 March, Monthly Meeting - Terry Sopher, TCNF VP/Event Coordinator, set up a great driving tour and special treat for our March Meeting. We cruised north (no interstates!) to the Jekyll Island Club on Jekyll Island, Georgia for a lunch meeting. Terry arranged for Tim Suddard, Owner/Editor of Classic Motorsports Magazine, to be our guest speaker. Tim is a British car enthusiast, and a "Triumph Man". The hotel was the starting point for the 2019 Orange Blossom Tour, which began 4 March, so we were able to see some of the classic cars that participated. Sunday, 3 March, we met in the parking lot of the Dick's Sporting Goods, located north of Jacksonville, off of Max Leggett Pkwy, for a drive to Jekyll Island for our monthly meeting. Terry and Cathy Sopher lead the way up scenic US 17 in their 1968 TR250. Also in the caravan were Barry and Diane Northway in their 1968 TR250, Sid and Gail Mansur in their '90's-vintage Lotus Elan, Paul Thomas and son, Phillip, in his '59 TR3A, Charles & Charles Fenwick in Charles III's 1979 Spitfire, Kris and Gerry Geddings in their '75 Spitfire, and Alex and Penny Levy in their 1966 TR4A. We were met there by TCNF members Vic Hall, and Tony and Jeanne Cascio in their 1968 TR250. It was a fine day, and there were no mechanical issues.

COMING UP:

30 March, BCCNF Spring Drive and Picnic to Washington Oaks Gardens State Park, Palm Coast, FL - For details, and to RSVP, please visit bccnf.net and click on the "Spring Drive & Picnic" located in the menu bar just underneath the "British Car Clubs of North Florida" banner. There will be several caravans departing from various spots from Fernandina Beach to St. Augustine for the cruise to this beautiful and historic park on the barrier island. If you plan to

John Harold Haynes OBE - 25th March 1938 to 8th February 2019



John Haynes, the entrepreneur and creator of the Haynes Manual, founder of the Haynes Publishing Group PLC and the Haynes International Motor Museum passed away peacefully, surrounded by family, after a short illness. John was a kind, generous, loving and devoted husband, brother, father and grandfather, who will be missed enormously. Harold Haynes was born on 25th March 1938 to Harold and Violette Haynes in Ceylon, where his father was the manager of a tea plantation. From an early age John had a passion for cars, and as a child he loved nothing more than riding around the plantation with his father in their Morris 8 saloon.

At the age of 12 he moved to the UK with his brother David, to attend boarding school at Sutton Valence School in Kent. It was at school that he persuaded his House Master to allow him to miss rugby and instead spend his time converting an Austin 7 into a lightweight sporty Austin 7 'Special'. He eventually sold the car, making a reasonable profit, and owing to the immense interest it received (over 150 replies to the advert) he decided to produce a booklet showing other enthusiasts how he'd made it. He published a booklet entitled "Building A '750' Special"; the first print sold out in 10 days.

In 1965, John was posted to Aden and it was there that he created the first Haynes Manual. An RAF colleague had bought a 'Frogeye' Sprite, which was in poor condition and he asked John to help him rebuild it. John agreed, and quickly realised that the official factory manual was not designed to help the average car owner. He bought a camera and captured the process of dismantling and rebuilding the engine. The use of step-by-step photo sequences linked to exploded diagrams became the trusted hallmark of Haynes Manuals. The first Haynes Manual, for the Austin Healey Sprite, was published in 1966, and the first print run of 3,000 sold out in less than 3 months. To date over 200 million Haynes Manuals have been sold around the world.

. In 1995 John was awarded an OBE for services to publishing, and in 2005 The Open University presented him with the honorary degree of Master of the University. His contribution to motoring was recognized by The Guild of Motoring Writers in 2014 when he was made a life member. . At the 2014 International Historic Motoring Awards his museum was recognized as The Museum of the Year.

Until 2010 John served as Chairman of the Haynes Publishing Group and then continued to play an active role as Founder Director. . He combined this role with that of Chairman of Trustees of the Haynes International Motor Museum. John was very much a family man and is survived by his wife Annette, brother David and sister Mary, his two sons; J and Chris, daughters-in-law; Valencia and Femke and his grandchildren; Augusta, Chrissie, Edward, Freya & Nicholas. (submitted by Terry Sopher)

THE BOOK OF THE STANDARD MOTOR COMPANY

by Graham Robson, Veloce Publishing

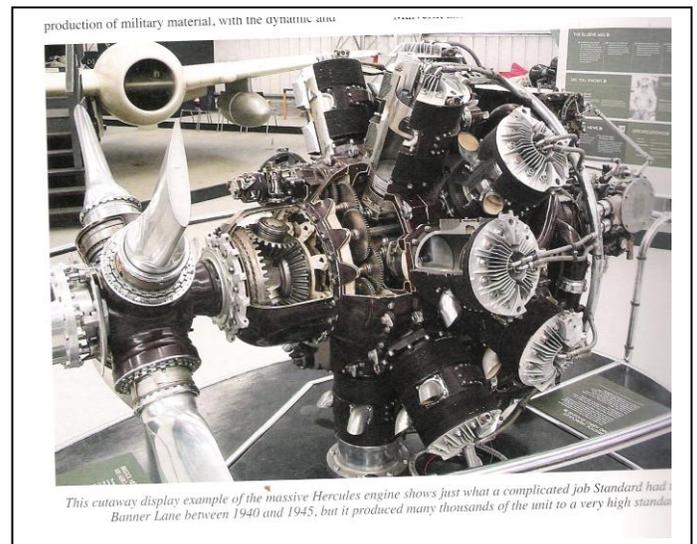
Chapter 6: - World Was Two - Aero Engines and Aircraft , 1939-1945

While Great Britain was the first Nation to declare war on Germany on Sept. 3, 1939, it was one of the least prepared to engage in such a war. Forces and materials were too small, too few, and production nowhere near enough to wage the effort. Britain's motor industry was soon called on to make up this deficit. These 'shadow' factories would provide the secondary source of supply to the major military factories and Standard did its part as one of the Group 1 Shadow companies. The agreements for some of these started in 1935 and by 1937 Standard was ready.

Standard's first production was for the 'cylinder group' of the Bristol Mercury VIII engines, a supercharged 25-litre 825 HP radial. The 4-acre site would produce 50 sets of Mercury parts per week and would eventually produce Rolls Royce Avon jet engines in the 50s. Many different engine components were produced at this and another Standard plant during the war. Due to Standard's success, it was soon tasked with building complete units of the new, larger, and more complex Bristol Hercules engines, which was done at the Banner Lane facility.

John Black was then asked to Chair the Joint Aero Engine Committee in July 1941. His work was so impressively done that he was knighted in 1943. He so enjoyed the title that he had all his staff use the title from then on. By the time the last of the Hercules Engines were built in 1945, over 20,000 had been built. The Banner Lane plant was re-equipped after the war for the manufacturing of Ferguson Tractors, which used the Standard and Triumph engines.

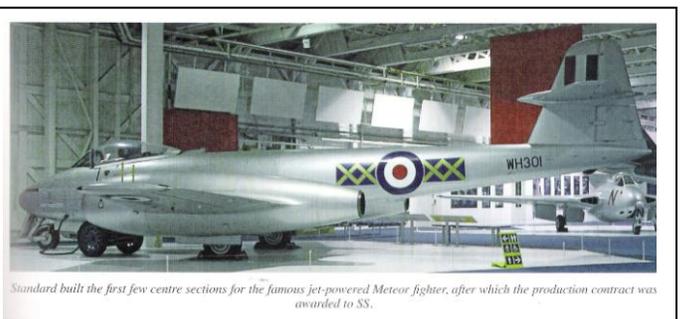
Other war material made by Standard during the war, were parts for the 0.303 Browning Machine guns, bomb release slips, constant speed airscrew units, vans, pick-ups, ambulances, truck gearboxes, staff cars, light armored cars called Beaverette, and many others.



Then there were the aircraft that Standard worked on. First, Standard assembled the Airspeed Oxford training aircraft, a low wing monoplane with 2 engines. The first was completed in 1940 and in total 8,000 were done. The other two major planes from Standard were the Beaufighters, powered by 2 Rolls Royce Merlin engines and the Mosquito. The Mosquito was also called the "Wooden Wonder" due to much of its frame being made from wood - making it very light. Standard made 800 of these. During the war, one of the Canley plants was hit on two separate air raids, but damage was quickly repaired as it was not major. Standard would build 3000 of the Beaufighters, first used as a night fighter.

Standard was also involved in building the prototype center section for a top secret plane with a top secret engine. This turned out to be the Gloster Meteor, Britain's first jet.

Standard bought Triumph near the end of 1944 and plans were made during the war for new models when peace came.



Left is the Oxford Speed Training Aircraft

Above is the Gloster F9/40 Meteor

Meeting up before fun drive to Jekyll Island



All lined up at the Island Club



In the Club Library with Tim Suddard and on the drive up

FOR SALE: Contact Richard and Melody Marshall at 904-534-3915



1972 TRIUMPH TR6

\$18,500 - Mileage - 59,468

NEW:

FAN, THERMAL FAN SWITCH, WIRING,
ELECTRONIC DISTRIBUTION, BATTERY, BATTERY SWITCH, BATTERY CHARGER
WEBER CARBURETORS AND RELATIVE COMPONENTS
FUEL TANK, SENDING UNITS AND BRACKETS
NEW HOSES AND CLAMPS, HOSES AND FLUID
MASTER BRAKE CYLINDER
OIL PRESSURE SWITCH
RADIATOR AND HOSES
SPARK PLUGS AND WIRES
STARTER MOTOR
IGNITION SWITCH AND RELAYS
USB PORTS



Info- For sale- Complete MGB parts collection for sale. N.O.S and used parts

Contact-

John Morris

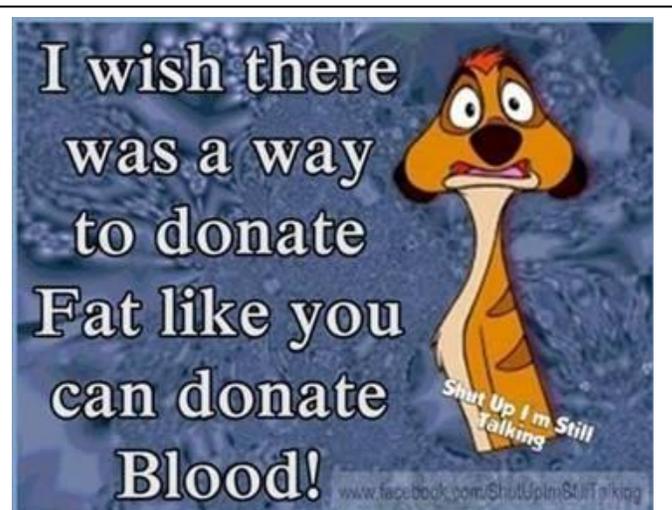
johnmorris23@me.com

561-752-0672 -Florida

FOR FUN:

Try this (thanks to Walt) to see how your knowledge stacks up to others;

<https://madoncollections.com/collectables/competitions-gaming/the-car-game/match-the-interior-to-a-car/1345852-the-cars-game>



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, Fl. 32266