



Triumph Club of North Florida

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British Car Classic Show XXXII
October 16th, 2021 @ The King's Head



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Useful Links

- [TCNF Home Page](#)
- [TCNF Calendar](#)
- [Moss Motors](#)
- [The Roadster Factory](#)
- [Rimmer Brothers](#)
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President's Message

Terry Sopher, TCNF President

Fellow TCNF Members,

I hope everyone's summer is full of good times, cool beverages and time well-spent with family & friends. As life continues to trend slowly back towards a pre-COVID trajectory, folks are eagerly embracing the ability to make plans to travel and socialize once again! This seems like a good thing for us all and our club after an incredibly difficult year.

It has been great seeing members at meetings and events! Coming together to share and celebrate our common interest (Triumphs) from each of our different perspectives, backgrounds, geography, culture and having a good time while doing it is really something special and very American! Every time we drive the TR250 we see people smiling, looking and waving. When we stop, inevitably people we don't know come up and start sharing and talking happily...so, it seems to me that if our cars can help make people happy in these polarized, challenging times, we ought to do it every chance we can and help share some smiles with our fellow car enthusiasts!

Despite a late start, we are moving full speed in planning and coordinating the details of the British Car Classic XXXII, which is set for 16 October 2021 at the King's Head Pub in St. Augustine! I'm personally asking each of you to register for the show and most importantly, to volunteer to help out a few hours for the show! Please let me know via email your availability to assist in planning/coordinating and helping out the day before and day of show - Thank You in advance.

Cathy and I have a busy late Summer/Fall planned around work - RV Trip to Wyoming, BCC XXXII, Vintage Race festival in Put-In-Bay, OH, The Triumph Six-Pack Trials in Richmond, VA, a Porsche 912 gathering in Hiawasse, NC, and VDCA Vintage Races in GA. We are excited to get traveling, see this amazing country, drive our vintage classic's and make new friends we haven't met yet. We encourage you to get out and drive your Triumphs, make some friends, spread some smiles and we hope to see you soon!
Triumph Over Conformity.

Editor's Note: Use the link on pg. 2 in the green navigation pane or click [here](#) to register for the BCC Show XXXII. Also, we have 8 new members to welcome, see pg. 2!

Business News

2021 Membership Dues

-Renew: \$30

-New Member: \$35

Send membership forms and checks to Norm Reimer @ 1409 Forest Ave, Neptune Beach FL 32266

New Member(s)

Bill Peacock, 1960 TR3A

Bruce Barnard, '76 TR6

Brent Owens

Mike and Jean Hayes, '74 TR6, TR3A

Steven & Kim Wilbanks, '73 TR6

Brian Moody, '64 Morgan

Upcoming Events

Highlights - see TCNF website for full calendar details.

Aug 8 - KHP - 1pm

Sept 19 - KHP 1pm

Oct 16 - British Car Classic Show XXXII. [Click here to register.](#)

Caffeine and Octane at the Avenues, July 10th - *by the Sophers*

Caffeine and Octane at The Avenues was fun with many eclectic cars to see! There were muscle cars, hot rods, military vehicles, "Labos", Ferraris and of the course crowd's favorite—Triumphs! At least 5 that we saw. We enjoyed socializing, grabbing some extra coffee at the food trucks and even picked up a cool new event T-shirt. Terry and I certainly enjoyed the morning drive as he drove our Triumph TR250 and I drove our "new to us" 1967 Porsche 912. Next time we will probably plan to meet near the event and drive in together so we can park together and also maybe see if we can coordinate with the event organizers for a British car section!



Brian Fitzgerald (red shirt), Terry Sopher (left front), Mike Danhert (blue shirt) and another TR fan.

Basic Tools for any Road Trip - by Brian Fitzgerald

Depending on the car you have, these answers could vary a bit. When the NL Editor asked Brian Fitzgerald what he thought a basic tool kit might include the thing he provided was a picture of this chase vehicle!



Once the laughter subsided, here are one mechanic's suggestions on what to carry. Remember the boot of a TR doesn't allow for much to be stored there, especially if you have an overnight bag with you.

The first thing that comes to mind is bring things you can't find at a local parts store without waiting. Using a TR3 as an example:

- It uses a very specific fan belt that will not be available locally so carry a spare and the wrenches and a pry bar to change it.
- There is a wire that plugs into the distributor on the 3, I have heard of them breaking so carry a spare or the materials to make one.
- Carry a spare fuel filter. If your car has been sitting a long time, carry 3 spare fuel filters
- Carry a spare ignition condenser, a points file and either a matchbook or a set of feeler gauges in case you have an ignition issue
- In general, bring flat blade and phillips screwdriver, small set of wrenches, pliers and some spare fuses
- Another car and/or AAA membership!

There are very few things you can actually fix on the roadside, but you can change a fan belt, adjust the points, or change a fuel filter. If you have a failure of the electrical system beyond a fuse, you're going to need more to diagnose and repair than is practical to carry. I was told most failures are cooling system related, so it is best to have that system in proper condition before you leave.

Since these cars sit for long periods, fuel system maintenance before leaving is important also. Putting new gas on top of old can loosen up rust or sediment in the tank

or lines and plug things up. Stale gas attacks rubber fuel system components and I have seen rubber fuel lines turn to mush. The other issue is before the hose fails it flakes off internally and the flakes plug up filters, carburetor jets and needles and seats. I doubt changing the fuel line from the tank to the carburetor is something you want to do on the side of 95 with 10 gallons of gas in the tank.

The Editor will add traveling in a group will help widen the available tools and parts so club rallies or other group events improve your odds of getting from A to B!

Tech Tip: Brake & Clutch Master Cylinders and Clutch Slave - by Terry Sopher

These hard working components are responsible for performance and safety of our Triumphs! While each model (TR2, TR3, TR4, TR4A, TR250, TR6, Spitfire, GT6, Stag, etc.) has different master/slave cylinder shapes, part numbers, bore diameters and reservoir configurations, they all work similarly. There is a bore that is filled in a closed system with hydraulic fluid and is compressed by a piston and seals actuated by the pedal assembly. Over time, the hydraulic fluid can leak and allow air in the system and it can also absorb water through condensation. This air and water in the system creates corrosion in the steel lines, calipers, bleeder screws, pistons AND pits the once smooth bore surface, slowly compromising the seal and making the hydraulic system eventually fail. The rubber seals also degrade over time and if caught early enough, before the bores pit, you can lightly hone the bores and “rebuild” the cylinder. The Factory Manual and Haynes go over this in detail and are a great resource. At some point in your Triumph’s life, you will need to replace the Master and/or Slave Cylinders. I also seek out New Old Stock (NOS) Girling or Lockheed cylinders, which are getting harder to find and the prices have gone up as well. The TRW replacements from Rimmer, Moss, and TRF are good and about half the cost but they don’t have the original casting marking. If you are not worried about originality they make good sense and will provide good service. After decades of Triumph ownership and rebuild after rebuild of these components I decided to investigate if there was a more permanent/better solution while doing a full Concours TR4A restoration...there is! White Post Restorations offers a brass sleeving and rebuilding service for ALL of our LBC/Triumphs/classics hydraulic cylinders along with a lifetime warranty. They glass bead the exterior of your old cylinder to make it look like new, bore it out and fit a new brass sleeve and carefully rebuild the piston assembly with all new high quality seals and reassemble the cylinder and bench test. Brass doesn’t pit or corrode like aluminum and steel and the high quality seals last much longer. This past winter, my slave cylinder on the TR250 was leaking, as was the Master so I took them off and sent my cylinders in for the service and got them back 2 weeks later. This allows you to use your old original cylinder, keeping it original and pays for itself, by saving you downtime for rebuilds/replacement cylinders. I did the same for the brake and clutch on my Concours Spitfire and it was still doing great after 8 years (3k miles a year), and never had an issue with the TR4A either. So, something to think about as you plan for maintenance on your Triumph! Check them out at Whitepost.com.

Amelia Cars and Coffee, May 22nd - by Paul Thomas

This was my first Cars and Coffee at Amelia. I'm definitely headed back next year.

I met Mark and Iris on the Heckscher Drive side of the Mayport Ferry. After a few minutes we heard from Terry and Cathy got off to a late start due to some sort of mechanical problem. Then to make things worse there was wreck that had traffic detoured on the way to the rendezvous-point. Just as Mark, Iris, myself and guest Kevin Holbrooks decided to leave the Circle K gas station, Terry and Cathy were just coming around the corner. We then met up with Mark's brother, driving an Austin Healey, just before going over the Nassau Sound bridge. From there, it was off to the show.

The weather could not have been better. The setting was spectacular. Cars of all types and budgets. As we strolled around the grounds, cars of all types were there. Foreign, domestic, supercars, luxury cars, classics etc. I started on the west side of the road and worked my way north past the Mustangs, Mercedes, MGs, Tesla then worked my across the road and popped out by the Mini Coopers. I remember my Aunt in England had several Minis in the 80s and 90s, along with a Rover or two. From there, saw the Ford supercar, down through the Porsches and then stumbled across at TR6 belonging to a club member who had refreshments in the trunk. I'm leaving out a lot of cars but there were just too many to call out here. It was a fantastic day, free to the public and some pretty high quality cars were around. The Rolls SUV was quite nice but I came up a little short on cash to leave with it that day! Put this event on your list for 2022!

The TR6 featured below belongs to Mark and Iris. On the next page, you'll see Cathy and Terry Sopher's TR250 and Paul and Inge Thomas' 3A along with the Austin Healey leading the pack. That's a Edsel on the next page next to the TRs.





History of the Triumph - Documentary

Another documentary on the history of the Triumph. The story starts with a young German, Siegfried Bettmann, who came to England in the 1880s. At the time the country was in the midst of a cycling craze. Bettmann soon thereafter opened a cycling factory in Coventry and it goes on from there till the eventual demise in the 80s. Thanks Lance Brazil for sharing.



Click [video story](#) to watch this great video! (23 min) Thanks to Lance Brazil for sharing.



Regalia: Hats, Grill Badges, and Shirts - *contact Paul Thomas*



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Newsletter
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Any new member interested in club items, we have a few extra shirts, hats and grill badges.

Your stories, videos, articles and pictures are welcomed input for this newsletter. Email Paul at thomas4511@comcast.net. Thank you to all newsletter contributors.