

TRIUMPH CLUB OF NORTH FLORIDA

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Triumph Club



Of North Florida

12036 Royal Fern Lane.

Jacksonville, Fl. 32223

The BRITISH CAR CLASSIC MARK XXVII Show - on October 10th, 2015 and hosted by the MG Club was another success



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Lance Brazil

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

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Coming Events

October 12th -thru 30th Plus some - Gun Range (date by request). See page _7, Aug. Newsletter.

November - 20th - Club meeting and Movie Night at Kings Head Pub. Dinner and Meeting at 6:00 and Movie begins a bit after 7:00

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

President's Corner

The BRITISH CAR CLASSIC MARK XXVII Show was very successful for the Clay County Council on the Aging Fund Raiser. There were 27 British cars present: 14 MGs, 4 Triumphs (Tr-6, Spitfire, Spit-6 and a TR-250), 4 newer Jags, 3 Austin Healey's, 1 R/R, 1 Bentley, 1 Lotus, and 1 Sunbeam Tiger. Stan's Tr-6 took the class. It was a small turn out, but there were lessons to be learned. As discussed before, a Masters group needs to be established putting the repeat winners in one group. Additionally establishing a Best Daily Driver Class. The purpose of this class is to encourage individuals to drive their cars to our events and attract new members. See you at the pub!

Charles L. Fenwick. Jr.

See this link to Times Union article -

Couple of pictures of British Car Show



It only rained a little in morning



A first peak at Charles Spit. It attracted a lot of attention and comments. Way to go guys. Picture by Sara Fenwick

Tony Cascio is the 4th TCNF member featured in Triumph World Magazine within the last 12 months. The article is on the next three pages. Don't know about you, but I am impressed with our club members. Enjoy the read, pages 4-6.

BACK TO BLACK

A posting with the US military to Britain in the 1970s started this owner's love affair with Triumphs, one that continues to this day.

Words and pictures: Andy Willsheer



It was whilst in the service of Uncle Sam during the mid-1970s that Tony Cascio's affinity with the Triumph marque was nurtured. His first overseas posting, apart from a spell in Vietnam, brought the affable American to Blighty where for three years he was based in London's North Audley Street, adjacent to the Grosvenor Square home of the US Embassy, which was his place of employment before moving on later to assignments in Italy and Spain. 'After being flown over to the UK, I soon adapted to the English way of life and had a girlfriend living in Upminster, Essex. It was during this period that I became familiar with Triumph sports cars and now I own two,' he says.

1978 was the year he acquired the first example, a 1958 TR3A that many years later was fully restored to concours condition upon his return to the States and which is now a garage companion to the TR4A featured here.

Having retired from a two-decade stint in law enforcement to the Peach State of Georgia and newly resident in Brunswick not far north of the Florida state line, Tony went along on one occasion with his 3A to The Roadster Factory Summer Party held on the sprawling rural headquarters of the Runyan family farm in Armagh, Pennsylvania. The 1600-mile round trip was rewarded when collecting Best of Show laurels at the three-day event, no small achievement considering the stiff

GEORGIA TR4A



Moto-Lita wheel matches the dash, while Matador Red trim abounds in the cabin, both leather and vinyl.

competition, but it was while strolling around the gathering that he spotted a 4A bearing a *For Sale* sign. 'Close inspection showed it was in good order, nicely painted metallic grey and with a Surrey top. I just had to have it and quickly reached a deal with the owner.'

The car was brought to his southern Georgia home and has over time been the subject of a meticulous refurbishment. A British Motor Industry Heritage Trust certificate was initially procured, upon receipt of which Tony found that the car had rolled off the Standard-Triumph assembly line with gloss black paintwork. Wishing to bring the vehicle back to original spec, this of course necessitated having the coachwork returned to the hue with which it left the works.

Before the 4A was taken along to The Body Shop in his home town to effect the colour change, Tony removed the 2.1-litre engine in readiness for some performance modifications, including boring the cylinders to accommodate 91mm pistons and fitment of a 282° camshaft. A new distributor was installed, and the standard dual carburettors rebuilt to suit the uprated powerplant.

To ensure optimum running temperature of the rebuilt motor, the stock radiator was replaced by an aftermarket Wizard Cooling aluminium unit together with electric fan and stainless steel shroud. Other under-bonnet detail points of note take the form of a fluted alloy valve cover, gear-reduction starter motor, original dynamo, new wiring loom complete with model-correct blue wrapping and highly buffed SU HS6 carbs, with the powerplant being aesthetically complemented by a combination of matte- and gloss-painted sheet metal.

Interior appointments feature Matador Red leather seats with white piping and matching vinyl trim, new carpeting, headliner, Moto-Lita Classic Mk3 wood-rim tiller and Custom Autosound Secret Audio hidden sound system operated by a remote press-button unit. The wooden fascia housing stock instrumentation is the original, and in pretty good nick apart from a couple of minor cracks.

Currently riding around on 15in stock pressed steel rims from his TR3A, Tony says: 'I have a set of Mag wheels with redline tyres that are normally mounted on the 4A, but these were recently removed due to balancing problems. Once this is sorted, I'll have them back on this car as a personal preference.' I should point out that Michelin X 165 tyres mounted on wire wheels were in situ when it was originally exported to the States, though these have been removed at some time in favour of bolt-on rims wrapped by Kumho Power Star 165/80 rubber. The 1965 model sports further appeal through the use of tinted windows that not only contribute to a kind of stealth look, but also help obviate the effect of sun exposure on the interior.

Proudly mounted in the centre of the front grille is a Monte Carlo Rally badge that Tony acquired because he knew that Triumphs had been run at this prestigious event over many years and felt that the marque's class achievements deserved due acknowledgement. At the opposite extremity, the original TR4A >>



GEORGIA TR4A



Engine has been updated, and the engine bay nicely detailed. Cooling is taken care of by an aluminum radiator.



Red TR4A badge on the tail and tinted windows lend something of a stealth look to Tony Cascio's car.



nomenclature on the lower-right hand side of the bootlid had been removed at some time and the holes filled. So when the car was in for a repaint, he had a friend make up a transfer in a shade of red to match the interior, a novel touch that doesn't look out of place in the grand scheme of things.

Being a member of several clubs – Triumph Club of North Florida, Vintage Triumph Register and Triumph Register of America – Tony gets around to several shows and events with both the 4A and 3A. His wife Jeanne prefers the 4A with its hardtop because, being a coiffeuse for some 38 years, she naturally prefers the groomed look to a windswept one that kind of goes with the territory when riding shotgun in the couple's open-top, earlier-year model!

There were no immediate plans to add to the Triumph pairing when we met Tony, the prime aim being to make the most of having examples of two of Triumph's sporty models that garner appreciative looks wherever they're driven. However, since our photoshoot Tony has also purchased a 1968 TR250. This was a car that a very good friend of his had restored and Tony says he had to have it. He's since installed cruise control and A/C in the 250, so now he is well and truly spoiled for choice! 📌

Rebuilding Old Carburetors (Part 2)



Replacing the throttle shaft bushings requires reaming out the old bushings, installing new bushings, and reaming the new bushings to size.

If you look at the sidebar on common problems, you'll see that most problems related to SU carbs are due to wear or age. SU carbs are pretty easy to rebuild as there are relatively few parts.

Additionally, there are many competent rebuilders who can bring these carbs back to as-new condition for a reasonable fee—figure \$50 to \$75 to rebush each carb's throttle shaft and \$350 to \$500 to completely rebuild a pair. Polishing all of the external parts can add another \$100 to \$200 to the rebuild cost. Except for throttle shaft bushing replacement, most enthusiasts can carry out repairs at home. Throttle shaft and bushing condition are paramount to tuning an SU, and there are three common solutions for fixing worn parts.

One is to replace only the shafts. If the old shafts aren't too worn, the bushings probably aren't too worn, and new shafts will go a long way to stopping vacuum leaks.

The second repair is to ream out the bushings 0.010-inch and install oversized shafts. This is a cost-effective solution, but can only be carried out once.

The third method is to completely remove existing bushings and install new ones, then replace the shafts with standard ones. As can be expected, there are increasing requirements in terms of the cost, skill and tools necessary for each of the respective steps. Many rebuilders will replace these components and let you do the rest of the rebuild.

The rest of the rebuild entails replacing the jets and needles in the carb bodies and piston assemblies, the needle and seat in the float bowls (and floats if defective), and replacing gaskets and rubber pieces.

For the car-show crowd, all cast parts should be glass-beaded. It is then usually a good idea to get the linkages and hardware replated in zinc, and to polish the dashpots (the chambers for the pistons). If you're a strict concours type, these were not plated or polished from the factory, but it seems most restored cars get them prettied-up anyway. Don't want to fuss with old carbs? Brand-new SU carburetors are still available. Depending on the application and vendor, figure a brand-new pair starts at about \$550.

Performance Modifications



Comparison of earlier- and later-style throttle disks shows that the later-style disks have a spring-loaded poppet valve, which impedes air flow. Replace these with earlier-style disks in performance

There are not too many performance modifications necessary or possible for SUs. Aside from changing to larger carbs, about all that can be done is to change to needles with a different taper and make modifications to increase air flow around the throttle disk and shaft.

Most SU specialists carry a range of needles for changing the mixture characteristics throughout the range of air flow. While the fine-tuning of needles can be an onerous process, there are generally just a few categories of standard needles available. Labeled weak, standard and rich, they provide the levels of performance and economy their names imply. While there are more than 800 needle profiles available, many tuners will just make up their own profile by chucking the needles into a drill press and then using fine sandpaper to sand in the profile they like. Of course, they spend a fair amount of time with a micrometer to ensure they've narrowed the needle (richened it) the right amount.

Filters and velocity stacks can make a difference in performance. Usually, K&N filters are worth one or two horsepower. TWM's velocity stacks can also offer a couple of horsepower, but usually cannot be effectively run with an air filter.

Finally, small improvements can be made to the carbs by improving air flow around the throttle shafts and disks. Carbs built after about 1968 feature throttle disks with a spring-loaded poppet valve that improves emissions, but the valve also impedes air flow. Fortunately, earlier flat disks can be fitted. For the radical tuner, the throttle shafts can be thinned and ovalized for an extra CFM or two of flow.

Why Keep Them?

So, why not just go to a Weber carburetor? For some, that's a good solution, but many are bound to their SU carbs thanks to racing regulations. And then there are those who believe that properly set up SUs can perform just as well as Webers on the street, but with easier tuning and better manners.

In fact, we're in the middle of dyno testing SU and Weber carburetors. Look for our findings soon.

New Vs. Rebuilt



Before you buy that box of carb parts, first price what the rebuild is going to cost. In some cases, you may want to consider new carbs instead.

Burlen Fuel Systems, the company that owns the rights and tooling to SU carbs, still makes and sells brand-new replacement setups. Available for most common British classics through the big suppliers like Moss Motors and Victoria British here in the U.S., these new carbs can be an excellent option. However, the new carbs are not identical to the ones they are replacing. In most cases, many of the parts have been updated and thus are not interchangeable with the originals. As a result, if you go with these new SU carburetors, you won't be able to use the

standard replacement parts. We've also seen a few easy-to-overcome quality problems with the new carbs, like choke linkages needing slight bending to work properly.

How do you decide whether to go new or rebuilt? Consider your goals and budget. If you have a common setup like an MGB with HS4 carbs, then you may find the new ones not only a good option, but cheaper than a professional rebuild. For example, a pair of brand-new HS4 carbs will set you back about \$550 to \$575. A concours-quality rebuild can cost about \$600 to \$700. (If refinishing the external parts is not needed, knock about \$100 or \$200 off that figure.)

On the other hand, sometimes it's more cost effective to rebuild the originals. New HIF4s run about \$1000 per pair, while again it's about \$600 to \$700 to rebuild them to concours condition. (Forgoing the polishing and replating work can save about \$100 to \$200 here, too.)

If "concours correct" is your goal, then there's really no question and you'll need to rebuild the original ones. (Don't forget, however, that your car will be down while the carbs are sent out for a rebuild.)

Can't decide whether to go with new or rebuilt carbs? Let your budget, situation and goals guide you.

Size Matters: Identifying SU Carbs

SU carbs come in several styles and sizes. Fortunately, there is a system for understanding the size of the carbs. Each carb is identified by one or more letters and numbers.

The first letter is an H or a V, which stands for Horizontal or Vertical. The SU carbs commonly used on European cars are all of the horizontal design.

The next letter will describe the physical characteristics of the carb and usually describes the float chamber location: S stands for Side float or Short body, depending on which expert you call; IF stands for Internal Float; and D stands for Diaphragm jet.

The numbers require an understanding of fractions, as they indicate how many eighths of an inch over 1 inch the carb's throat size measures. So, an HS4 carb is $1+(4 \times 1/8)$ inches, or $1\ 1/2$ inches.

To put this together, an HIF4 (common MGB carb) is a horizontal, internal float, $1\ 1/2$ -inch carb. An HD8 (common XKE carb) is a horizontal, diaphragm type, 2-inch carb. An HS2 (common to Spridgets and Minis) is a horizontal, side float, $1\ 1/4$ -inch carb. One exception to the "fraction" rule is the more modern HIF44, common to newer Minis. It is also called a "metric" SU because the float is measured in millimeters. (In this example, the horizontal, 44mm internal float measures about $1\ 3/4$ inches across.)

In addition to size and type, there are a few other things to consider before you start buying used carbs on eBay. Some carbs have vacuum fittings, some do not. Carbs are often configured in sets of two or three and need to be kept in order for linkages to work. HS carbs may also have different float bowl angles. For example, Spridgets are 20 degrees, while Minis are 30 degrees.

If you had to pick from the various models, the HS version is probably the best one to go with, followed by the HIF models. The earlier H type carbs are pretty good, but suffer from faster wear in the choke linkages and are a little more prone to leaks from the float bowls. HD carbs are more complicated, with a separate idle circuit and diaphragms inside. HS and HIF carbs aren't perfect, either: HS models are very prone to throttle shaft wear, while HIFs don't tend to wear at the throttle shafts, but are a bit more complicated and have more of a tendency to overflow if they get dirty.

How many carbs should you run? For most performance engines, one carb for every two cylinders works pretty well. How big? Unless your engine is pretty heavily modified, you'll probably do best with the stock size that came with the car. If you need a little more, jump up a quarter of an inch. If you've got a full-race engine with an excellent breathing head, go up half an inch.

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

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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