

TRIUMPH CLUB OF NORTH FLORIDA

Volume 31 Issue 1/2

March & April 2019

Triumph Club

www.tcnf.org

1409 Forest Ave.

Neptune Beach, Fl. 32266



Of North Florida

BCCNF SPRING DRIVE AND PICNIC at WASHINGTON OAKS STATE PARK



See Story on page 6

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

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Member Help Groups

Wiring Problems

Charles Fenwick
Lance Brazil

Polishes, Waxes, Finishes

Lance Brazil

Vintage Triumph racing

Don Marshall
904-259-9668

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

Coming Events

20 to 24 May – Triumph Register of America Annual Gathering, Dillard, Georgia

2 June – TCNF Meeting, Kings Head Pub 11:30 and 1:00

6 July – TCNF Event, TBD

4 August – TCNF Meeting, Location to be determined

8 September – TCNF Event – details coming

15 September – Ponte Vedra Auto Show, Nocatee

28 September – BCCNF Fall Drive to Ft. Clinch for 2nd Annual Cars & Cannon

6 October – TCNF Meeting location to be determined

6–11 October – VTR National Convention, Dripping Springs, TX

19 October – British Classic Car Show, Kings Head Pub (Jaguar Club sponsors)

OTHERS:

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

NOTICE: This will be your last issue of the TCNF Newsletter unless you have paid your current year dues.

PRESIDENT'S CORNER:

On the way out of the Kings Head Pub, after April's TCNF meeting, a gentleman and his wife stopped to look at our cars, and to inquire about the club. A group of us were getting ready to leave. One of them introduced me as the president. The looks on the faces of the man and woman were priceless. Mouth dropping open, he did a double-take, and she broke into a broad grin. "Yup", I said, "they even let a *girl* be president". Growing up in Southern California during the golden age of muscle cars, all of my friends – girls and boys – loved cars. There isn't much better than a beautiful car, and a beautiful road on which to drive.

we are working on events to, hopefully, appeal to different interests. Please see the calendar in this newsletter for upcoming dates, and tentative dates and events. We will be sending out email updates as those dates are finalized. The next opportunity to meet old and new Triumph friends at the Vintage Triumph Register convention is in Dripping Springs, Texas in October.

Alex and I just returned from the Triumph Register of America National Meet in Dillard, Georgia. This was our first time to visit that part of the country. The organized drives were on roads that were nicknamed "Mini-Tail of the Dragon", with twists and turns on mountain-hugging roads, past waterfalls, and in one case, beneath a waterfall. And, of course, the people we meet, who all share a passion for the marque, have become like family. Last year, our '66 TR4A "survivor" earned 97.3 points in the Concours d'Elegance, up against perfectly restored beauties. This year, we decided to have a more relaxing car show experience, and entered the car in the Participants' Choice Show, earning a 3rd place in the TR4/4A class. More fun was that we tied for 1st place in the Fun Rallye. If you are not already a member of the TRA, I highly recommend joining. Next year's meet will be in the horse country near Lexington, Kentucky, 15-19 June 2020.

Our grill badges are IN. Reserve your TCNF bling today by contacting Paul Thomas at thomas4511@comcast.net. The price is \$30.

Check out the calendar section of the newsletter for upcoming events. Terry Sopher has been working hard to give us many opportunities to enjoy our cars.

Cheers! Penny



Pictures from April 7th Meeting at the Kings Head Pub.

Triumph club of North Florida

Events Calendar

Acronyms: DE – Driving Event; M – Meeting; S – Show; TECH – Technical Event; ES – Event Sanctioned by TCNF; VTR – Vintage Triumph Register Event; TRA – Triumph Register of America Event; OTR – Other Events that may be of interest of TCNF Members

20 to 24 May 2019– (TRA) - Triumph Register of America Annual Gathering. Dillard, Georgia – Penny & Alex going – Who else is going? Let's Caravan!!

- 27 May 2019 – Federal Holiday – Memorial Day

June 2, we will meet at Kings Head Pub at 11:30 for a Funkhannah event from 11:30-1:00. Club meeting will start at 1:00

- 4 July 2019 – Independence Day!

6 July 2019 – TBD

4 August 2019 – (M) - TCNF Meeting. Kings Head Pub – or – Drive to FIRM & multi-lap of the race course.

- 2 September 2019 – Federal Holiday - Labor Day!

15 September 2019 (S/M) – Ponte Vedra Auto Show, Nocatee(<http://www.pvautoshow.com>) & Meeting at Kings Head Pub afterwards!– Volunteer To Organize TCNF for link-up at the show?

28 September 2019 (DE/S/ES)- BCCNF Fall Drive to Ft. Clinch for 2nd Annual Cars & Cannon. BCCNF will be organizing caravans to the show

6 October 2019 (M)– TCNF Meeting. Kings Head Pub

6 –11 October 2019 (VTR)– VTR National Convention, Dripping Springs, TX. Penny & Alex are going – Who else? Let's Caravan!!

19 October 2019 (S)– British Classic Car Show. Kings Head Pub (Jaguar Club sponsors).

26 October 2019 (S/OTR)– 33rd Annual All British Field Meet and Autojumble. Safety Harbor, Florida. Several Members are going – Who else? Let's Caravan!

- 31 October 2019 – Halloween!

3 November 2019 (DE)– TCNF Revolution Rally (Fun Rally in British East Florida)– Terry & Cathy Sopher - Rally Masters!{Note:

9 November 2019 (DE/ES)– The Great Dixie Brit Car Rallye (BCCNF).(<https://www.bccnf.net/rallye>)

- 11 November 2019 – Veterans Day!

- 28 November 2019 – Thanksgiving Day!

8 December 2019 (M) – Christmas/Holiday Party– Looking for some volunteers to decorate the tables for this special Holiday event and Participation Awards! Toy Collection!!

- 24-25 December 2019 – Christmas Eve & Christmas!

- 1 January 2020 – New Year's Day!

Petrol Quality Matters

Our Triumph cars need good quality petrol to run at top performance. Between the 10% Ethanol, lack of Tetraethyl Lead, and today's petrol refined specifically for environmental clean burning, it is a wonder that they still run properly.

After spending over 30 years working for oil companies and then in the environmental consulting business cleaning up their fuel polluted sites, I believe that I have a good understanding about petrol quality.

All petrol is not the same. Petrol is typically refined using the distillation column process. The higher octane/premium fuel comes out first from the top of the distillation column, and then the lower petrol grades are distilled in the later processes. For that reason, premium fuel, typically 93-octane, contains a much better mix of stable chemical compounds that is reflected in a much longer life in your tank before it begins to deteriorate, as compared to the life of regular 87-octane petrol. Typically, 93-octane premium fuel has a 6 to 8-month life in your tank, while regular 87-octane only has a 2-month life. Petrol deterioration consists of the oxidation and creation of varnishes, gums, absorption of moisture from the air, and the lowering of the octane rating.

In addition to the octane rating issue, there are the anti-knock, anti-friction, anti-carbon buildup, fuel stabilization, etc. additives that are included in the fuel by the oil companies. These additives are added at the local bulk plant while the tanker truck is being filled. Each oil company has its own proprietary petrol additives, but some oil companies use very little, if any, additives to save money. This fuel quality issue gave rise to the **Top Tier Fuel Program** that was created by the automobile manufacturers working with petrol refiners to ensure that the fuel used in their cars meets their detergent and other quality gasoline requirements. The main reasons to use Top Tier gasoline in our Triumphs is that our cars are notorious for carbon buildup in their carburetors, combustion chambers, rings, and exhaust valves. The anti-knock additives also help with pre-ignition if your distributor timing is not quite correct, and the anti-friction additives help with engine wear. Finally, the petrol stabilizing additives help stabilize the Ethanol in the fuel and delay the absorption of moisture from the air.

In our area, the Top Tier Program retailers include: **ARCO, AMOCO, BP, CITGO, Chevron, COSCO, EXXON, Marathon, Mobil, Phillips 66, Quick Trip, Shell, Sunoco, Super America, Texaco, Valero, Union 76**. For a full list go to: <https://www.toptiergas.com/licensed-brands/>

In summary. In my opinion, the best petrol to use in our cars is 93-octane premium from one of the Top Tier Fuel Program companies. This fuel contains Ethanol, but if you wish, you can also utilize an Ethanol stabilization additive such as Lucas Oil Products Fuel Conditioner and Stabilizer to help control the fuel corrosion and degradation issues in the fuel systems. The people at the Roadster Factory recommended its use, and I have been very pleased with the results.

Alex Levy, Professional Geologist

The British Car Council of North Florida March Drive - Washington Oaks Park

From the MG s- The BCCNF Spring Drive and Picnic on March 30th was a gem of an opportunity to drive our classics in the company of other enthusiasts and explore a beautiful but little-known park just outside our backyard. MG Classics of Jacksonville members joined various caravans on a bright, warm and finally not windy Saturday morning. Your humble secretary met the group departing from the Beach Bowl parking lot which was surprisingly abuzz with kids arriving for league play – actual hands on bowling, no electronics, so good for them. Many of the kids also stopped to check out those cool old cars before we left as a group around 9:20. After various caravans suffered a couple mechanical casualties and a drawbridge delay in route a very respectable 12 of 14 MGs and 38 British cars in total arrived at Washington Oaks State Park around the expected hour of 11 AM. The more experienced club members discussed minor issues that were noticed on various cars recently or during the drive down. Intentional foreshadowing: one driver mentioned his brakes might have felt a little funny. Driving in the fresh air worked up appetites and in short order the tablecloths were spread out and a picnic lunch devoured. Menus ranged from Lunchables to three course meals, from water to sparkling grape juice. Many thanks to those who thoughtfully provided dessert for the crowd including pound cake, brownies and Paula's Union Jack Cake (not sure if that's the real name but it's the best British thing to hit the States since the MG). To work off lunch we explored the park via walking trails through beautiful manicured gardens and along the Intracoastal Waterway. Members informally caravanned home beginning around 2PM. Those brakes that felt funny on the way down soon felt absent on the way home but quick reflexes ensured both car and driver were undamaged. After some responsible advice from Bruce and Roberta Sedelmeyer the call was made to AAA. The wait for the tow provided an unexpected opportunity for a couple caravan buddies to tour St Augustine and enjoy dinner and good conversation. There's always a silver lining.

Attendance by make:

12 MG

11 Triumph

7 Austin Healey

2 Jaguar

2 Morgan

2 Rolls-Royce

1 Ford Cortina

1 Mercury

From the TR - The best way to describe the weather for the BCCNF drive & picnic on 30 March is "Florida Perfect". Along with Tony Martini, from the St. Johns Austin Healey Club, my husband, Alex, and I, from the Triumph Club of North Florida, had the pleasure of leading the caravan of six cars, comprised of two Austin Healeys, and four Triumphs – a TR3A, TR4A, GT6, and Stag - that departed from the PDQ parking lot in Fruit Cove, on SR 13 at 9:15 am.

As we traveled south on Bartram Scenic Highway, we picked up another Healey and an MGA at Greenbriar Rd. An additional three cars joined us at Trout Creek Fish Camp – a Jensen Healey and two MGBs. Continuing south, another Austin Healey joined us in Picolata, bringing the total of our caravan of British cars to 11. Except for losing the two MGBs when they decided to pull off for a pit stop, the drive was uneventful, and we arrived at the park at 11:15 am. The Ranger at the entrance remarked that she was thoroughly enjoying the parade of classic cars coming through.

For someone who is easily distracted, pulling into the picnic area parking lot was sensory overload. Oh, the beautiful cars parked there! Two young men from South Africa were amazed. One remarked that the only time he has seen that many classic cars in one place, they'd all arrived on the backs of trailers. He couldn't believe that we'd driven there.

Many thanks to Ian and Paula Massey for reserving the pavilion, and arranging to cover the tables with colorful table cloths.

For one Triumph Club member, the drive home was a bit more eventful than the drive to the park. His TR3A, which had been unused for six years, was only recently put back on the road. Just north of Marineland, the car sputtered to the side of the road. He called us to ask us to turn around and help. By the time we arrived, three other BCCNF members had stopped to help – another TR4A, a TR250, and the white Rolls Royce, Kate. It was determined that the culprit was old fuel clogging a carburetor. Breakdown number two was on US1 in heavy traffic in St. Augustine. A good Samaritan helped push the car out of traffic, the car was restarted, and off we went, until... breakdown number three was at the Gate station on US 1 just south of Nocatee Parkway. By that time, the battery was getting low. A jump start, and some more mechanics got the car only ½ mile down the road where it refused to start. AAA was called, and Dave, from First Coast Towing quickly and efficiently loaded the sick car on the back of his flatbed truck for the final five-mile trip home. With the help of other club members, it will be back on the road in no time.

I, for one, am looking forward to our next event!



Second Triumph led caravan meet-up point & pit stop



There was so much sharing of food that no one could possibly be hungry.



Meals were from simple to elegant (but non-alcoholic)



Coming through the gate at the State Park



The pavilion was almost big enough to cover all who showed up, but there were table nearby too.



No way to get a good picture of all the cars at once, but here is the 2nd row. Not sure that is a British Mercurv - but it was one fine car.



"Do you happen to have some Grey Poupon?"
Or is it -'You're on at the nest light'



One thing about our car club members is they are always willing to help



Who said Churches don't have a good sense of humor



THE BOOK OF THE STANDARD MOTOR COMPANY

by Graham Robson, Veloce Publishing

Chapter 7: - The Takeover of Triumph, and after 1944-1946

By the time WW II was at its height, Triumph, as a car manufacturer was defunct. Triumph had started in 1880s and first made sewing machines, then bicycles, and from early 1890s - motorcycles, with the first Triumph car delivered in 1923. In the 1930s, led by Col Claude Holbrook, Triumph developed sporting cars and had a reputation for elegant style. While both companies were in Coventry, there had been no links between Standard and Triumph through this period. By 1944 Triumph was in a sad condition with its assets owed by a Yorkshire steel company, the much more successful motorcycle subsidiary being sold off, and only owning a few bombed out buildings, Standard (Sir John Black) pounced.

The car sale slump which followed the big tax increases in 1937 and 1938 had a large impact on all car companies, but it was the second division (smaller or independent) which suffered seriously and the big six survived better. Sir Black had many maneuvers to take over other car manufacturers including SS-Jaguar. You may recall that Standard was building engines and other components for Jaguar - otherwise they might not have made it through this period either. But William Lyons would not accept being second to Black, but they did finally agree for Standard to sale it's machinery to make the 6 cylinder engines to Jaguar. However that meant that Standard would not then be able to make its own 6 - cylinder motors. The book goes into a lot of detail about these type of dealings which helps to somewhat understand Sir Black and the intrigue between the rivals. Black had hoped that a merger with SS-Jaguar would put more sporty models in Standards lineup and when that did not go, he wanted to "outdo" Jaguar.

Triumph started having issues in 1932 and had losses in next 3 years too. The sale of the motorcycle business covers some loss and help acquire a new building at Holbrooks Lane, Coventry in '35, but by 1936 Triumph owed over 500,000 pounds. The end came on June 7, 1939 when a Receiver was appointed. Within weeks Triumph was sold to Thos W Ward Ltd, a steel making business and if not for the war (which broke out two days after the purchase for Triumph was made), this would have been the usual asset stripping process. First business was the installation of Donald Healey as general manager, but the Gloria plant area was sold to a company (really the government) and shortly after the remaining plant was bombed. This meant the end of Triumph as it had been known. Donald Healey had worked on a personal sports car and tried to get Thos W Ward interested, with no luck. He then got with the Riley family for engines and set up his own company which produced its first Healey car in 1946.

On October 20, 1944, the Standard Board authorized the deposit of 7,500 pounds for the purchase of Triumph name , facilities, all office material and drawings and machinery The purchase price was 75,000

pounds later that year Standard sold the old Triumph property and material to BO Morris, an engineering concern, all Standard really got was the name and some records and chassis designs. The final sale took place on November 24, 1944. Standard's publicity read: "The Standard Motor Co. Ltd have purchased Triumph Co. Ltd. Sir John Black, Managing director of the Standard Com., states that after the war the experience and technique gained in the production of aircraft will be applied to the production of Triumph cars of character and distinction." The plan was to produce 2 Standard models, an Eight and a Twelve and two for Triumph, a 1300 and 1800 cc models.

Standard was a bit ahead of the game as the war closed as most of their plants remained undamaged and they had stored the tooling for making cars plus from the war effort they also possessed the ability to shape, form and weld a variety of tubular sections and they now had a press shop. The first new post-war cars were actually assembled in June 1945. With the pent-up demand for cars, Standard could sale as many of just 2 models as they could make. But the increase in the "Purchase Tax" made these new cars considerably more costly. A 1039 Eight salon was 129 and in 1945 313.80 with the tax being 68.80.

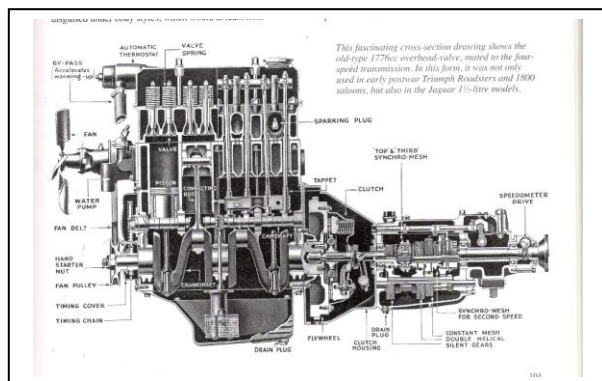
Sir John Black's plan for private cars was: start design on a new Standard car, which would become the Vanguard; re-establish the Triumph brand and rush through a pair of Triumph models using existing Standard components; and to begin work on a new small car, which started out to be a Standard, but became the Triumph Mayflower.



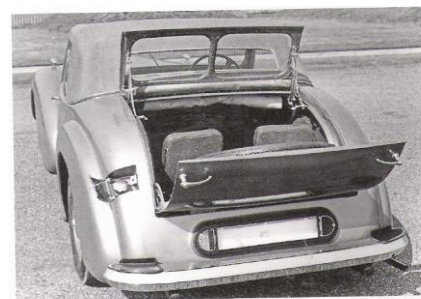
The two-door Eight Tourer was built in small numbers from 1945 to 1948.



Sir John Black was still in love with razor-edge styling, which explains why the very first 'Standard-Triumph' saloon – the 1800 – looked the way it did.



This fascinating cross-section drawing shows the old-type 1770cc overhead-valve, mated to the four-speed transmission. In this form, it was not only used in early postwar Triumph Roadsters and 1800 saloons, but also in the Jaguar 1½-litre models.



Not only was the Triumph Roadster of 1946 one of the first pair of 'Standard-Triumphs,' it was also the world's last car to have a 'dicky' (or, as the American would say: 'rumble') seat over the back axle.

Aren't newspapers wonderful for clear reporting

Bridges help people cross rivers

By MICHELLE DUNN

Have you ever wondered what Buckle would be like without bridges across the Rock River? How would we get from west to east? Perhaps there'd be an answer, but not a very practical one.

Bridges have helped mankind traverse wilderness, swamps and the like for hundreds and even thousands of years. And, throughout that time, bridges have evolved from a simple beam log across a narrow creek to highly complex modern spanning miles of shallow waterways, such as the 24 mile-long Lake Pontchartrain Causeway near New Orleans, La.

To Do:

The next time your family visits Gateway Center Museum, try to find the two different arch bridges and one suspension bridge in Rock River Discovery Park. If you want to learn how engineers build bridges and buildings, you might want to participate in our upcoming Exploring Architecture Camp, from 9 a.m. to noon Wednesday, July 29, through Friday, July 31. Open to children ages 8 to 11, the camp will explore engineering and architecture with blocks, earthquake tables. Call Discovery Center Museum at 963-6110 for admission fees and registration information.

To build your own bridge or building at home, you will need:

- Popsicle sticks
- Gum drops

By poking the pointed sticks in to the gum drops, you can connect them together to create your own structure. How high can you make a tower? How long of a span can you give to a bridge?

Starvation can lead to health hazards

DEAR DR. DONOHUE: My weight is totally over the top. I am 5 feet 7 inches tall and weigh close to 300 pounds. I was average weight in high school.

It is difficult to meet daily protein, vitamin and mineral requirements. Get to a dietitian for diet advice that provides for essential nutrients while paring down calorie intake sensibly. Your local hospital should be able to put you on the track of one. Combine



Parents keep kids home to protest school closure

SAN FRANCISCO (AP) — Parents kept 300 elementary school students home from school for an entire day in a parent-organized protest of the district's plans to close the school.

up even though most of the students didn't, and that it was largely business as usual for the remaining students who studied in small classes.

"I know I'm the principal," she said. "But I'm not enrolling."

ON TEENAGERS, ADULTS:

S

Statistics show that teen pregnancy drops off significantly after age 25.

Mary Anne Tebels, Republican state senator from Colorado Springs
(contributed by Harry F. Ponce)

Bugs flying around with wings are flying bugs

By Wayne Hansen
Redwood Co. Extension Educator

"I've got these bugs that look like ants with wings flying around my house. What are they and how do I get rid of them?"

bugs.

Anthracnose continues to develop on many green ash, oak & maple trees. Small spots & blotches are the typical symptoms and are often accompanied by defoliation. NOTE: Do not co

Worker suffers leg pain after crane drops 800-pound ball on his head

CHARLESTON (AP) — The state Division of Highways granted contracts to a

He said he has trouble walking and suffers leg pains.

Parents keep kids home to protest school closure

SAN FRANCISCO (AP) — Parents kept 300 elementary school students home from school for an entire day in a parent-organized protest of the district's plans to close the

up even though most of the students didn't, and that it was largely business as usual for the remaining students who studied in small classes.

Federal Agents Raid Gun Shop, Find Weapons

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