

# TRIUMPH CLUB OF NORTH FLORIDA

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Triumph Club

[www.tcnf.org](http://www.tcnf.org)

1409 Forest Ave.

Neptune Beach, Fl. 32266



Of North Florida

## THIS ONE'S A KEEPER



ALEX and Penny are at it again. Seems like it was just last week that they finished that red TR-4A, but this one will not be flipped. Story and pictures on page 8.

Notify Norm Reimer of address changes at (904) 246-6044 or email to "suenorm@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:

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### Membership Secretary:

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### Secretary/Treasurer:

Norm Reimer (904) 246-6044 [suennorm@comcast.net](mailto:suennorm@comcast.net)

### Events Coordinator:

**Penny Levy**, [levy.penny@gmail.com](mailto:levy.penny@gmail.com)

### Newsletter:

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### Board Members at Large:

Jerry Popp (904) 287-1891 [geraldjpoppp@bellsouth.net](mailto:geraldjpoppp@bellsouth.net)

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

## 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 can be listed here.

## Coming Events

September 29, Cruisin' to the Creek. This show, sponsored by the First Coast Car Council, is a great day to hang out with other car enthusiasts. <http://www.ameliacruizers.org/NewSite/assets/docs/2018%20Cruisin%20to%20the%20Creek%2032nd%20Annual%20Show%20flyer0929.pdf>

Oct. 7th - Club meeting at Kings Head Pub; 1:00 (final planning for 10/20 )

### **Oct. 20th - British Car Classic, Mark XXX - hosted by TCNF**

Nov. 4th - Club Meeting at Kings Head Pub' 1:00 PM

### *OTHERS:*

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

Myrtle Beach Britfest 2018" Car Show, Oct. 6, 2018

11/11<sup>th</sup> – Cigar City Concours d'Elegance, all day, Palm Harbor, FL

11/16<sup>th</sup> – MG Jamboree

11/17<sup>th</sup> - Ancient City Car Club Show, Florida School for Deaf & Blind, St. Augustine, FL

Panhandle British Car Association (PBCA) Spring Show which will be April 27, 2019 on Seville Square in Pensacola, FL and will feature 50 Years of the Triumph TR-6 - [www.pbca1.com](http://www.pbca1.com)

## President's Corner

We are in the final stages of planning for our car show. Richard Gross, Alex Levy, Ian Massey, and several others worked to map out the field for the show. Richard will be using a CAD program to help us utilize the space to our best advantage. It is all coming together to make one great show for all four clubs involved. It is great having all clubs working together. Next year the Jaguar club will be sponsoring the show and we will be glad to do our part.

Our new shirt artwork that Penny Levy created has been transmitted to the shirt printing company and from feedback I have gotten the shirts will be a color called Ash (think gray) and will have the new smaller logo off-center. The back of the shirt will remain the same.

We still need items for door prizes. If you are in a store and think about it, pick up something worth \$5.00 or more and donate it to the club. Contact myself or Norm Reimer. Car prizes that are not marque specific would be nice; maybe even tools.

In past shows we have had a Boy Scout Troop or school safety patrol cooking hot dogs and hamburgers as a way of earning money for their cause. So far, this year, we have not been able to locate a group to do this. We have been giving them \$150 plus whatever they earn for doing this. If you know a civic group who would like to handle this contact me or Norm Reimer. Ann has said she wants to add an ice cream truck and I think that is great. I am looking forward to a fun time on October 20, 2018. If you have not entered your car yet, please do

Lance

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## Triumphs on TV

It is not often that you get to see one of our cars or any Triumph in a TV show, even those produced in Britain. But it does happen every once in a while. I was watching what I found out later was a rerun of Father Brown, a British murder mystery series when there it was. A beautiful red Triumph. Couldn't tell if it was a 1949 2000 or one of the 1800s, but so fun to see. **The Crackpot of the Empire**. Season 4 Episode 4

Check it out and think you can watch it from internet streaming services too.

Let us know if you catch more shows with Triumphs.

# THE BOOK OF THE STANDARD MOTOR COMPANY

by Graham Robson, Veloce Publishing

## Chapter 3: Vintage Standards 1919-1927

Following the Armistice signed at 11am on 11/11/18, work slowly picked up on developing new Standard project. Maudslay was working on a new overhead valve engine while he also planned for facilities such as a test track, a golf course, tennis and cricket grounds (near the current site of the Standard-Triumph Memorial).

The first post war project was the SLS model of 1919, based on the model S but bigger and a little better and near 300 CCs were added to engine (1328CC) but only by increasing the stroke, with the L standing for Long Stroke all at a cost of 275 pounds. Then in 1920, the first true new car was offered - the 11.6 HP type SLO. While it looked similar the engine was up to 1598 cc and had the new overhead valves and wheelbase was increased to 9 feet. The engine was at 13 HP and could make 45 mph with the 2-seater costing 595 pounds. This model was a great success. In 1921 a new car called the 8hp V1 was launched costing 325 pounds. This year Standard made a profit of 96,240 pounds, although the V1 was not a big success and was replaced in 1923 by the V2.

While never produced Standard did develop V8 engine car for the 1922 Olympia show. But little changed in the line -up for the next 2 years. In 1924 Standard was building 11 body styles on the V3 and the SLO4 chassis. These were given names of villages such as Canley and Kineton. The public however, was less interested in the technical advances as cost, running cost and mechanical simplicity, so Standard did not do as well as hoped against small cars from Austin and Morris. So till 1926 only detailed improvements were made in the line-up making Standard Britain's 3rd largest car maker.

Unlike other manufacturers, Standard in 1926 came out the a 6 cylinder car. It did not do well due a drop in the export market, so the old models were continued with some improvements. The financial picture was not good through this time such as cable operated rear brakes and a new multi-plate clutch. In 1927 a new Chief Engineer was appointed, Alfred H. Wilde.

You might want to check out Veloce's new book on buying TR2 and TR3;

[T3https://www.veloce.co.uk/shop/products/productDetail.php?prod\\_id=V5272&prod\\_group=Reference%20%20Biography&&utm\\_medium=email&utm\\_campaign=%5B%5D+Book+News+%7C+Triumph+TR2+%26+TR3+%E2%80%93+...&utm\\_source=YMLP](https://www.veloce.co.uk/shop/products/productDetail.php?prod_id=V5272&prod_group=Reference%20%20Biography&&utm_medium=email&utm_campaign=%5B%5D+Book+News+%7C+Triumph+TR2+%26+TR3+%E2%80%93+...&utm_source=YMLP)

# Reality check: Determining of real value of your classic

by [Mike Musto](#) //(reprint from Haggerty Magazine)

While not specifically focused on British cars, this is good advice.

If you're reading this, then you love the collector car hobby. You like getting your hands dirty, road trips to nowhere, reading car magazines, and searching for parts for vehicles you don't even own. Our cars are members of our families and they help us create adventures and memories that those outside the hobby (mostly) don't understand.

These memories do come with a price, though. We're not only talking about the cost of the vehicle, but the parts, maintenance, and insurance, along with any other care items needed. The truth is, most owners don't mind spending money on their classics for one simple reason—it makes them feel good.

This, however, can be a double-edged sword because it's very easy to drop a lot of coin in a short period of time if you aren't careful. Plus, if that money is going into a vehicle with a low resale value, you could wind up taking a big hit on something that you originally viewed as an investment. I've seen it happen time and time again—someone dumps \$40K into a classic only to find that it's worth \$25K when it comes time to sell. Some of this is due to not understanding markets and trends, but more often it's because of an emotional miscalculation of expectations.

## Paying for joy or dumping cash down the drain?

If, for instance, you're purchasing your dream car and have no plans to sell it, then the amount of money you invest makes no difference—those are called “happiness payments.” On the other hand, if your plan is to purchase a car, enjoy for a short period of time, and then sell it, well then, that's a different type of scenario entirely. Determining beforehand which type of owner you want to be is imperative, as you don't want to get yourself into a financial bind.

If you fall into the latter category (enjoy and sell), then the investment/financial process starts right in the beginning with your choice of vehicle. The truth is that some vehicles will always be worth more than others. A 1963 split-window Corvette will always have a higher resale value than the nicest 1976 Corvette on the planet. This obviously has to do with desirability and rarity, along with what the car stood for at the time it was built. Thus, just because it says Corvette on the title doesn't mean it's actually worth what you hope it is (no offense to 1976 Vette owners).

## Do your homework

This is where the education process comes in. First of all, watching the automotive markets from afar can be dangerous. We're talking about auctions, reality shows, and Internet programs that can give prospective buyers an inaccurate depiction of a vehicle's true worth. Rarely do these programs mention items like original purchase price, hours of labor spent on refurbishment, and then ultimately the final dollar amount invested whilst getting it ready for sale. As a buyer, you'll need to research every aspect of the vehicle you're purchasing, as different years and options will help to determine a realistic baseline value. After you've reached a decision you'll then need to figure out if the money spent is coming from a rational or an emotional place. Emotional spending is OK if, in fact, you realize that from a financial perspective, it's not the best way to go.

Case-in-point, I have a friend who some years ago purchased a 1975 Dodge Dart, a vehicle that on its best day is worth maybe \$7K. It had just over 58,000 miles on the odometer, a bench seat, a 318 under the hood, and it was an exact copy of the one he drove in college. He paid \$13K (WAY too much), and at the time he thought it was a deal due to a slight resurgence in the muscle car market.

Visibly it was in nice condition, but mechanically it was tired. Shortly after the purchase he spent \$2.5K on repairs and another \$1K or so on dress up items (wheels and tires). He enjoyed the car and kept it for two years until the need for a down payment on a home forced a sale. The car had accrued only about 1500 additional miles. It was listed for an optimistic \$15K, and after months online he couldn't understand why there were no bites. Reality set in and upon doing some research; talking to friends, and viewing some actual sale results, he finally came to grips with the true value of the car.

He eventually sold it for \$6K and absorbed a \$10,500 loss.

## **So what went wrong?**

First and foremost, the owner rationalized his purchase through a thought process that was based around emotion, not logic. It kept him from conducting the proper due diligence prior to the purchase and then encouraged him to spend more money once the car was obtained. Normally I wouldn't have a problem with this if the vehicle in question were of the caliber to generate a return on the investment. When the wrong car is purchased out of the gate, well then it's just a no-win scenario.

Another misstep in the process was the lack of a PPI (pre-purchase inspection), something that should be done on any used vehicle regardless of the year. Not only can the information obtained during this process be used as a negotiation point, but the prospective owner would then be aware of what maintenance was actually required to keep the car in good shape. And while old cars are much easier to work on than newer vehicles, if you are not mechanically inclined, costs can add up quickly if someone else is doing the work for you.

## **So how do you find out the true value of a vehicle?**

While there is no concrete step-by-step list, there are certain resources both buyers and sellers should be aware of. Before you start this you need to understand that a seller's job is to get the most money they can out of your pocket, while the buyer's is to part with the least. Therefore going into a negotiation with the right ammunition is of the utmost importance. There are many tools out there to help you determine the value of a car. [Hagerty Valuation Tools](#), for instance, were created for just this purpose. Here you can enter the year, make, and model of a vehicle, and based on truthful answers to the questions it will generate values based on information collected from past auctions, online sales, private sales, as well as market conditions as a whole.

Websites such as eBay and **Bring a Trailer** are also wonderful, as they give you the ability to see exactly what vehicles were sold for by searching through the results section of the auctions. Remember, there is a big difference between the asking price and the actual sale price. Just because an exorbitant number is attached to something, that doesn't mean it's worth it, and it's up to you to determine this. A final piece of the puzzle is a personal inspection, and for vehicles with a substantial dollar amount attached to them this is a must. PPIs are great, but technically you don't have to be there to have one done. With a personal inspection you can see, touch, smell, and drive a vehicle, and nothing—I repeat, nothing—is a substitute for this. It also gives you a chance to interact with the buyer/seller. This is invaluable, as meeting an individual in person will give you a feel for their honesty, and if ultimately you want to do business with them.

You've now been given some insight in regards to determining the value of your vehicle. For some, the realization of what their vehicle is actually worth—as opposed to what they thought it was worth—is eye opening. In general, most initial estimates are off by a margin of around 20–25 percent. That means if you think you have something worth \$50K, in actuality it's probably more like \$38K–\$40K. The caveat here is that a well-maintained and honest car will always fetch a premium as compared to others on the market.

## **Selling: Is there any profit?**

As an owner, you know your vehicle better than anyone. You know every squeak, rattle, and leak, as well as how it was maintained through your ownership. This is where the honesty part comes in. As a seller it's your duty to represent your vehicle in the best way possible.

That means disclosing any mechanical or electrical problems, paint or interior issues, and any damage that may have occurred prior to or during your ownership. Not only will this give prospective buyers a sense that they're dealing with the right person, but it also helps to justify your asking price. Things like service records, extra parts, build sheets, and manuals should all be disclosed at this time. Remember, the goal is to make someone who you don't know pay you a substantial amount of money for an object you're currently in possession of.

The second part of the equation has to do with you being honest with yourself. After you've done your research and made a determination on the value of your vehicle, don't go out and ask 40 percent more than everyone else on the market. Do that and good luck selling it in a timely manner. Conversely, if modifications have been performed that you feel justify a price increase, then make sure to back up why you feel that they add value. In short, don't overpromise and underdeliver—buyers hate that.

Now it's time for the tough part, dealing with the public and selling the vehicle. If you have ever bought a new or used car, then you know the first thing any prospective buyer is going to do is haggle. You need to think about the questions you would ask the seller and then figure out in great detail how you would answer them. Buyers don't care about how many hours of labor you've invested or what kind of sentimental attachments you have. None of that makes any difference. The only thing they care about is if it was represented correctly and if you're asking a fair price. Deliver on those fronts and you should be in great shape.

## **Trust the process**

We all partake in this hobby because in one way or another it brings us joy. We get to interact with great people, pilot some amazing machinery, and at days end preserve our own little pieces of rolling history. And while most of the old sleds we drive do have some type of inherent value, we need to be honest with ourselves in regards to why we own them.

If your goal is to make money by buying and flipping, then I hate to say it, but I believe you're in it for the wrong reasons. If, however, you want to experience and own, while channeling your inner David Wooderson as you cruise in your own version of Melba Toast (*Dazed and Confused*—look it up), then bless you, because I think you're doing it right. And hey, if you should end up making a bit of coin because of your ride, then more power to you. Personally, I think if we can own, enjoy, and share these amazing machines over time, and still get a fair price, then we're all in good shape.

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## **ALMOST FUNNY but TRUE:**

**If you've ever owned your own business, been an entrepreneur or wondered what it's like doing so, this is as close to reality as it gets.**

The IRS suspected a fishing boat owner wasn't paying proper wages to his Deckhand and sent an agent to investigate him.

**IRS AUDITOR:** "I need a list of your employees and how much you pay them".

**Boat Owner:** "Well, there's Clarence, my deckhand, he's been with me for 3 years. I pay him \$1,000 a week plus free room and board. Then there's the mentally challenged guy. He works about 18 hours every day and does about 90% of the work around here. He makes about \$10 per week, pays his own room and board, and I buy him a bottle of Bacardi rum and a dozen Budweisers every Saturday night so he can cope with life. He also gets to sleep with my wife occasionally".

**IRS AUDITOR:** "That's the guy I want to talk to - the mentally challenged one".

**Boat Owner:** "That would be me. What would you like to know"?

# 1959 Triumph TR3A

By Penny Levy

English cars are like potato chips, you can't stop at owning just one. Alex and I thought we had the will power to not fall into our old bad habits, and be satisfied with our 1966 Triumph Racing Green TR4A. But no, we're weak. Since selling a 1967 Signal Red TR4A project car in January, that only needed a restoration refresh, Alex began looking for a TR2 or TR3 that could be restored and flipped. Since retiring two years ago, Alex has enjoyed spending time in the garage, working on cars. He needs to have a project. I need him to have a project!

After spending a week in July at the annual Triumph Register of America gathering in North Carolina making new friends, most of whom own TR2s and 3s, we were beginning to get the bug for a side curtain car. We kissed a few toads in our quest for just the right car that would be worth more than the restoration costs. Every car we looked at was an overpriced rust bucket. A friend, who lives near Atlanta, knew of our search and found a good prospect on the Facebook Marketplace, of all places. Alex headed north with our car trailer, and found a diamond in the rough. He made a deal with the grandson of the original owner, loaded the car into the trailer, and headed back to Florida.

The 1959 TR3A needs help to bring it back to its former glory. But, oh, what a story it has to tell. The original owner, Henry David Baldrige, is still living in St. Petersburg, Florida. He bought the car new, in Virginia, when he was stationed there as a Navy Lt. Commander. Dr. Baldrige worked as a biologist for the Navy, studying shark attacks, and was one of the founders of the International Shark Attack File, which is now housed at the University of Florida. After retiring from the Navy as a Captain, he continued his study of sharks, and red tides, at Mote Marine Laboratories.

Dr. Baldrige drove his TR. It has over 130,000 miles on the odometer. But, it has virtually no rust due to the red lead paint that he put on all vulnerable surfaces. There is a suspension piece that was cracked after hitting a raised manhole cover in Washington DC in 1967. Alarmingly, that was repaired with a U-bolt. We are awaiting delivery of a replacement piece that is being manufactured in England. A friend, who owns a body shop, will cut out the old piece, and weld the new one in, putting the car on his frame machine to make sure it is aligned properly.

Eight years ago, Dr. Baldrige gave his TR3A to his grandson. It has sat in a storage unit ever since.

The original black paint has long ago lost its luster. So, a complete respray is on the project list. Alex has completely disassembled the car in preparation for a frame-on restoration. The lack of rust has saved the car from needing a frame-off restoration. A couple of weeks ago, a crew of willing volunteers descended on our house to help pull the engine. The car ran when Alex bought it, but he wanted a look inside the motor. Good thing, too. The rings on three of the pistons were broken, and the head was cracked. Fortunately, he was able to find a suitable replacement head here in north Florida. The block, head, and internal parts are back from the machine shop, and are ready for reassembly.

Now, we wait. Parts and interior pieces have been arriving at our doorstep nearly every day from The Roadster Factory, and Moss Motors. Long ago, the original black leather seats were covered with black vinyl. After seeing a TRA member's black 3A with red leather, we decided that the black and red combination is too stunning not to make the change on our car. Also being changed are the original solid wheels and hub caps. Since we are not doing a concours restoration, we opted for a little bling, and have ordered shiny stainless wire wheels. Once the suspension piece arrives from England, and our friend welds it in place, the car will go to a sheet metal craftsman for minor repairs to a couple of the fenders. There is some Bondo on one fender from a "love tap". After the repairs, comes paint.

Dr. Baldrige documented everything from the time he bought the car. Before discovering his story, Alex and I would look at his detailed log book and ask each other, "Who IS this guy?!" The book logged everything from mileage and oil changes, to times when the car wouldn't start, possible causes for the problem, and the final solutions.

Oh, and yes, we're keeping the car. Our 1945 Willys military jeep, that we've owned for 20 years, has gone to its next caretakers to make room for the 3A. Alex estimates that the car will be back on the road by Christmas of this year, or January 2019.

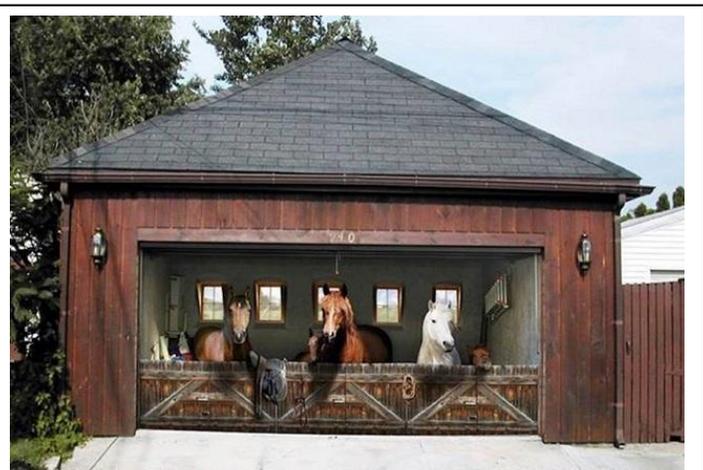


## 1957 TR-3

Small mouth version. Frame-off restoration in 1997. Refurbishment in 2010 with numerous betterments. Includes top, tonneau, side curtains, set of racing wind screens, chrome wire wheels, etc. Car drives and looks very good. Detailed records to '94'. Have \$37K invested. Eager to sell. Reason – too many cars. Call Erik @ 904-742-6106, or email @ [eolsen@olsen-associates.com](mailto:eolsen@olsen-associates.com) (JAX, FL).



## Garage Art: or What the ---



## 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