

# Don't Forget The British Car Classic!

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## **British Car Brothers and Sisters!!!**

Don't forget to Pre-register and attend this year's British Car Classic Scheduled for Saturday October 21st. It's open to all British Marques. If you pre-register by September 30 you get a t-shirt with your registration.

Food trucks will be available at the event.

Next to the Car Show, the Rivertown Community will hold their Fall Festival with lots of activities for family and friends. Lots of trophies to be given.

The event will be held in St John's on Long Leaf Pine Parkway just south of Bartram Trail High School

([Map Attached to Registration Form](#)).

For information text [904-403-3028](tel:904-403-3028) or visit [mgclassics.org](http://mgclassics.org)

(You should be able to go to links above by holding Ctrl key and left clicking)

# TRIUMPH CLUB OF NORTH FLORIDA

Volume 29 Issue 8

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*Triumph Club*



*Of North Florida*

1409 Forest Ave.

Neptune Beach, Fl. 32266

## FIRST LOVE RETURNS

### Another new to us TR-4 - the NOW picture



See page 5 for story from Susan Harrington

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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Barry Northway (904)-473-5773 [trdriver.bn@gmail.com](mailto:trdriver.bn@gmail.com),

### Secretary/Treasurer:

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### Events Coordinator:

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### Newsletter:

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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

**Sept.- 23rd**, Scenic drive to Daytona, - 3 Bananas in Crescent City at 12:30pm. To drive down together, plan on leaving the parking lot of PDQ in Fruit Cove at 10:30 am.

**Oct. - 7th**; Saturday, Crusin to the Creek, First Coast Car Council 31st annual show. See page 13 for details.

TBD - British Swap Meet at Kings Head Pub. Bring a table and your unwanted or 'extra' British / car stuff to swap, donate or sell.

**Oct. - 21st**; Saturday, Annual British Car Show hosted by MG Classics of Jacksonville, at Rivertown Community Center, 90 Lanier St, St Johns, FL [http://docs.wixstatic.com/ugd/9ced75\\_5edfab153bd14415bd782cb5aeb2b517.pdf](http://docs.wixstatic.com/ugd/9ced75_5edfab153bd14415bd782cb5aeb2b517.pdf)

**November 4th**, Saturday; Picnic at Washington Oaks State Park. Details later.

**December 9th**, Saturday, Christmas Party at Margot's house off San Pablo near Mayo. More information to come.

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

## President's Corner

September is finally here and with it cooler temperatures. The upcoming drive on the 23<sup>rd</sup> will be a great time to put the top down (are they ever up?) and enjoy a leisurely trip with friends and enjoy good food. Penny Levy has done a great job in event planning and this trip will be a winner. Bring the camera and sunscreen.

We need to discuss some important business at this meeting. I will try to make it brief. If you are not paying attention during the business part you have to buy the first round.

Walt Lanz sent me the picture of Blinker Fluid, it anyone needs some 😊



**Special Note** to the Bicyclist on A1A who screamed at me “Get your car out of the bike lane!” I have video and audio if you would like a copy.

**Spitfire Trivia** from the *Spitfire and GT6 magazine* <http://www.triumphspitfire.com> this is an excellent source for data on Spitfires.

In the early 60's, the aircraft company Vickers/Supermarine wanted to use the Vanguard name for one of its passenger aircraft. They said in exchange they would allow Standard-Triumph to use the name of one of their aircraft. Standard-Triumph picked Spitfire.

The Spitfire's code name during development was "the bomb".

The early (round tail) Spitfires share their windshields with the TR-4, TR250 and TR-6.

See you on the 23<sup>rd</sup>.

The cover picture is Susan Harrington's new TR-4 and the topic of this story. The picture below is Susan with her first TR-4 love.

## T for Triumph

Susan Harrington

My husband Glenn Storck and I are both long time gearheads. In the mid 50's my parents bought a speed boat with a V8 Interceptor inboard engine. Before I could operate the boat, I had to read and understand the instructions that came with it including the engine manual. About the same time my husband went to the Academy of Aeronautics and was licensed as an A&P mechanic. In the 60's, we both attended (not together) Newark College of Engineering (now NJIT) and got degrees in Mechanical Engineering.

Fast forward to 1998, we were both retired and my father offered to give us his 1921 Model T Ford. We became active in the Tennessee T's Model T club, drove on many tours, and learned a lot. In 2003 we moved to Ridgeland, SC and joined the SC Model T club. For 10 years we participated in the Model T Florida Winter Tour and various locations throughout the east coast.



### 1921 Model T Ford

As we got older, it became harder to climb in and drive a Model T, so I looked for something that would be fun to drive but more comfortable. I had a Triumph Stag in the mid 70's but couldn't keep it running. It lived in the garage and I hoped to restore it but it never got done. Just before we moved to SC in 2003, it was sold.

A Stag seemed a good choice for a fun car. In July 2016, a 1972 MK I, "Staghorn," moved into our garage. As far as we can tell it is good mechanically but has lots of electrical and cosmetic issues. I soon discovered that getting parts was a problem. Many are no longer available, so a parts car seemed the best solution. I found one in Tallahassee and brought home a carcass and a lot of parts. "Don" the donor now sits in the barn and has been a lifesaver. The soft top does not fit and has been an ongoing project getting the frame adjusted.



**Staghorn**



**Don the Donor**

To me a more fun car was a TR4 like the one I drove to college. I finally found “Trevor” in April 2017. Trevor’s condition was uncertain but he did run, had new tires, battery, and interior. The price was right so we drove to Satellite Beach and brought him home on a trailer along with a bunch of extra parts. Electrical and compression are good. We are currently rebuilding the carbs and think he’ll be on the road soon. Maybe we can soon make the 200 mile drive for a TCNF meeting.



**50 years ago**

## How to Use a Multimeter, Part 2: Measuring Voltage

by [Rob Siegel](#)

Last time, we introduced you to the [multimeter](#) (“John, this is multimeter. Multimeter, this is John. John owns a vintage car. *John really needs you.*”) Today we’ll tell you how to use the multimeter to measure voltage—the most common of the three measurements a meter is typically used for, the other two being resistance and current.

For starters, let me explain a few big picture things about how a multimeter meter is used. As I said last week, a meter has to be configured for a specific measurement, which involves make sure: 1). the red-and-black probe leads are plugged into the correct sockets, and 2). the big rotary dial is turned to the corresponding setting. In addition to that, you need to determine whether the measurement needs to be taken with the circuit powered or unpowered, in parallel with the circuit or in series, and on the whole circuit or a portion of it.

I’ll quickly explain the permutations for all three measurements (voltage, resistance, and current) so you’ll become accustomed to them as we continue to discuss the Multimeter here and in future installments:

\*A **voltage** measurement is taken with the circuit **powered**, in **parallel** with the circuit, on the **whole** circuit.

\*A **resistance** measurement is taken with the circuit **unpowered**, in **series** with the circuit, on a **portion** of the circuit.

\*A **current** measurement is taken with the circuit **powered**, in **series** with the circuit, on the **whole** circuit.

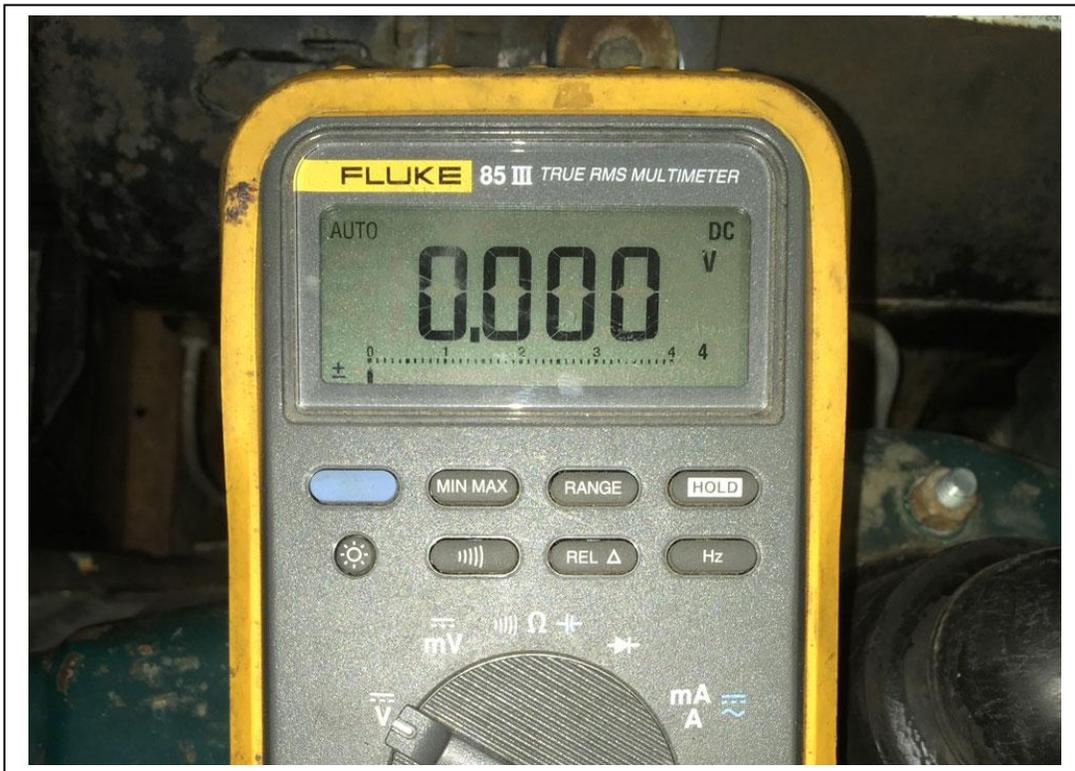
Print that, cut it out, and tape it to the wall somewhere.

You also need to realize is that usually when you take a voltage measurement in a car, you’re simply trying to verify whether or not 12 volts is present on a wire leading to a device.

Okay, let’s do a voltage measurement.

**First, configure the multimeter to measure voltage.** There are three configuration steps:

1. Put the black probe in the socket labeled “COM” for “common,” meaning it’s common to all measurements. Once it’s there, it’ll never need to be moved.
2. Put the red probe in the socket with the V. It’s almost certainly the one that’s also labeled with the omega symbol ( $\Omega$ ) for resistance.
3. Turn the big rotary dial to the setting for DC voltage, which is a V with solid lines over it. It’s not the one with a wavy line over it; that’s for AC voltage (house electrical current). If you don’t have an autoranging meter, select the voltage range that’s above but closest to 12V. This is almost always the 20V range.



*A multimeter configured to measure voltage (red probe in the “VR” socket, rotary dial turned to DC voltage setting).*

**Next, test the battery,** as that’s the simplest measurement you can take with a multimeter. Take the black multimeter probe and hold it against the negative battery terminal, and hold the red probe against the positive terminal. The meter will display the battery voltage. As I wrote several weeks ago, with the engine off, it should be 12.6V for a fully-charged battery, and about 13.5 to 14.2 volts with the engine running. Don’t worry if the probe leads are reversed; the meter will simply read a negative voltage.



*Using a multimeter to measure battery voltage. This one is a tad low.*

But wait a minute. Earlier, I said that a voltage measurement required a whole powered circuit. If all you're doing is testing a battery, where's the circuit? Why does that even work? That's actually a very good question.

You have to understand that the way a multimeter measures voltage is that it actually completes a circuit. It has a very high internal resistance, like 10 megaohms (ten million ohms). When you connect a multimeter across a voltage source, that causes a tiny amount of current to flow through the meter. You can calculate it using Ohm's Law:

$$\begin{aligned} I (\text{current}) &= \text{Volts} / \text{Resistance} \\ &= (12 \text{ volts}) / (10,000,000 \text{ ohms}) \\ &= 0.0000012 \text{ amps. (Like I said, tiny.)} \end{aligned}$$

So, if there is no circuit, as is the case when you're simply testing a battery, the meter *creates* a circuit. On the other hand, if there already *is* a circuit, the internal resistance of the meter is so high and the amount of current flowing through the meter is so low that the meter does essentially nothing to disturb the circuit. With that detour complete, let's get back on the road...

**Next, power the circuit you want to test.** Voltage is only there to be measured when a circuit is powered. So if, for example, you're trying to determine if a headlight is out because the headlight is bad or voltage isn't reaching the headlight, turn the headlights on.

**Hold the black probe lead to ground.** The best ground is the negative battery terminal, but if you can't reach that, use the nearest convenient chassis ground. Make sure it's clean and you're getting a good connection. This is the time when you wish that you'd bought that probe lead attachment set I encouraged you to buy, because then you can alligator-clip the black probe lead to the negative battery terminal and free up a hand.



*Using an alligator probe lead attachment to hold the black probe to ground means that a measurement requires one hand, not two.*

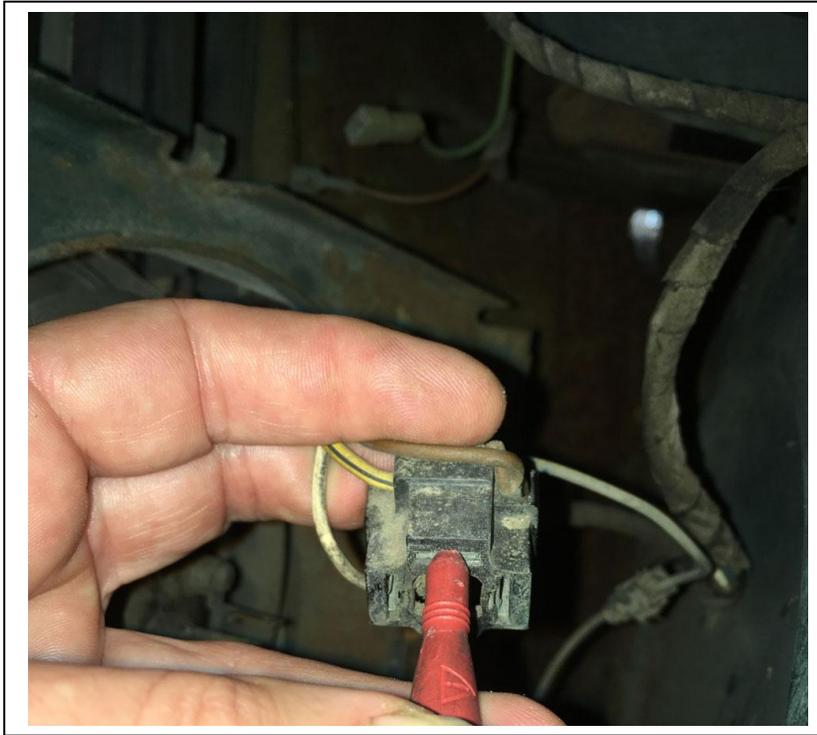
**Hold the red probe lead against the point you're trying to test for voltage.**

Again, if you're trying to determine if voltage is reaching the low beam bulb, hold the red probe lead against an exposed metal terminal on the wire connected to the low beam.

An immediate question comes up: Does that wire need to remain connected to the headlight (or whatever) for the voltage measurement to work? Or do you need to pull the connector off and *then* touch the red probe to the detached connector? The answer is: *It doesn't matter*. Because a voltage measurement is done *in parallel* with the circuit, the device—in this case, the headlight—can remain connected. A headlight connector is often open in the back, allowing you to reach in with the probe lead and touch the metal part of the connector. In either case, don't jam the probe lead into the connector; just touch it. You don't want to damage the connector.



*You can leave the connector in place and hold the red probe lead against the terminal in the back of the connector that's attached to the wire being tested (in this case the yellow one), or...*



*... pull the connector off and measure the voltage at the terminal in the front of the connector*

**Remember, most of the time, you're looking for the presence or absence of 12V, so how much voltage should you see?** Well, about 12 volts. What does that actually mean? Well, let me break it down like this:

- If you're doing this with the engine off, the battery should be putting out about 12.6 volts. If you're testing with the bulb disconnected, or if the bulb is connected but not working, you should thus see about 12.6V.
- If the engine is off and the bulb is connected and *is* working, the electrical load from the bulb will cause the voltage to sag, so instead of 12.6 volts, you might see between 11 and 12 volts.
- If you're doing this with the engine running, the alternator and voltage regulator should be putting out about 14.2 volts. If you're testing with the bulb disconnected, or if the bulb is connected but not working, you should see about 14.2V.
- If the engine is running and the bulb is connected and *is* working, the electrical load from the bulb will cause the voltage to sag, so instead of 14.2 volts, might see between 11 and 13 volts.

Any of the above readings indicates that battery voltage is present at the connector.



*An example of normal “voltage sag” caused by the electrical load from the light bulb pulling the voltage from 12.6 down to 11.3 volts.*

So that’s what I mean by “about 12 volts.” If you see numbers in that range, it means our low beam bulb is getting voltage, and if the bulb isn’t turning on, either the bulb is bad or there’s a bad ground, which we’ll cover next week.

If, however, instead of “about 12 volts,” there are very low numbers that are “about zero” (numbers like 0V, or 0.32V, or 1.1V), then the voltage is absent—12V needed to drive the bulb isn’t reaching it, and rather than replace the bulb, you need to troubleshoot why.

So that, in a nutshell, is most of automotive electrical troubleshooting—configuring a multimeter to measure voltage, connecting the black probe to ground, powering the circuit you want to test, and using the red probe to check for the presence or absence of voltage at a device that is malfunctioning.

Next, we’ll cover using the multimeter to measure resistance and verify continuity.

(Thanks to Hagerty Magazine for allowing us to reprint this article)

# Cruisin' to the Creek

## 31st Annual Car & Truck Show

Saturday, October 7, 2017 9am-2pm

\$25 Car Pre-Registration, After September 30th - \$30

All proceeds benefit: This is a rain or shine show. Free to the public.



RONALD MCDONALD  
HOUSE CHARITIES



Ring Power



RICOH



We will have  
Best  
Represented  
Club Award  
(Minimum 10  
Cars)!!!

Dash Plaques to the first 350 pre-registered vehicles. Top 40 awards plus specialty awards. 50/50 drawing, door prizes, oldies music. The First Coast Car Council consists of over 30 car clubs in Northeast Florida working together to host the show. The show is open to all makes and models of vehicles. Clubs are encouraged to pre-register with 10 or more vehicles, to select reserve parking on over 23 beautiful, shaded acres at Trout Creek Marina 6550 SR 13 St. Augustine Florida in St. Johns County. We welcome out of town individuals and clubs to join us for a great day of fun!

**VEHICLE ENTRY FEE \$25** PRE-REGISTRATION MUST BE POSTMARKED BY 9/30/2017 (AFTER 9/30, REGISTRATION IS \$30) OR PAYPAL TO [FIRSTCOASTCARCOUNCIL@GMAIL.COM](mailto:FIRSTCOASTCARCOUNCIL@GMAIL.COM)

**REGISTRATION INCLUDES:** REGISTRATION FOR EVENT, A DASH PLAQUE (FIRST 350 REGISTERED), AND A DOOR PRIZE TICKET

**IN LIEU OF THE \$25 ENTRY FEE,** SOME PARTICIPANTS MAY CHOOSE TO HAVE A BUSINESS SPONSOR THEIR VEHICLE TO HELP RAISE MONEY FOR THE RONALD MCDONALD HOUSE CHARITIES OF JACKSONVILLE FOR A \$100 SPONSOR FEE (TAX DEDUCTIBLE DONATION)

**THE \$100 SPONSOR FEE INCLUDES:** REGISTRATION FOR THE EVENT FOR VEHICLE OWNER, SPONSOR RECOGNITION IN PROGRAM, SPONSOR PLAQUE, AND SPONSOR RECOGNITION DURING THE EVENT

FOR SALE:

Here's a bargain on a TR6 hardtop from Tony Cascio. <[allegrorover@me.com](mailto:allegrorover@me.com)>

It's 100.00 or best offer and it's here in Brunswick,

Thanks

Tony Cascio



I have two unused heavy-duty headlight wiring harnesses for sale.

For sale: Two unused heavy-Duty headlight wiring harnesses for sale. These are the product sold by Victoria British for \$44.95 plus shipping. They plug into existing headlight socket, tap into a hot power source, and use relays to send power to the headlights. The only power going through the light switch is to the relays; the switch is NOT carrying the full amperage load of the headlights. To install, the terminals within the headlight sockets (of this new harness) must be removed from the socket, be inserted into the light bucket, and re-inserted into the socket.

I am asking \$22.00 (bit less than half) each.

Stan Kinmonth

904-276-1418

TR6 and MGB-GT



A Retires last trip to COSCO (thanks to Stan)

**Yesterday** I was at Costco buying a large bag of Purina dog chow for my loyal pet, Necco, The Wonder Dog, who weighs 191 lbs. I was in the check-out line when a woman behind me asked if I had a dog.

What did she think I had an elephant?

So because I'm retired and have little to do, on impulse I told her that no, I didn't have a dog, I was starting the Purina Diet again. I added that I probably shouldn't, because I ended up in the hospital last time, but that I'd lost 50 pounds before I awakened in an intensive care ward with tubes coming out of most of my orifices and IVs in both arms.

I told her that it was essentially a Perfect Diet and that the way that it works is, to load your jacket pockets with Purina Nuggets and simply eat one or two every time you feel hungry. The food is nutritionally complete so it works well and I was going to try it again. (I have to mention here that practically everyone in line was now enthralled with my story.)

Horrified, she asked if I ended up in intensive care, because the dog food poisoned me. I told her no, I stopped to pee on a fire hydrant and a car hit me.

I thought the guy behind her was going to have a heart attack he was laughing so hard.

Costco won't let me shop there anymore. Better watch what you ask retired people. They have all the time in the world to think of crazy things to say.



## 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. \_\_\_\_\_

Home Phone (    ) \_\_\_\_\_

5. \_\_\_\_\_

Work Phone (    ) \_\_\_\_\_

Email Address \_\_\_\_\_

Please circle interest in:

Tech Sessions

Social Events

Autocross

Tours

Fun Rallyes

Car Show

T-S-D Rallyes    Races

VTR Member? Yes \_\_\_\_\_ No \_\_\_\_\_

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