

# TRIUMPH CLUB OF NORTH FLORIDA

Volume 30 Issue 12

December 2018

Triumph Club

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

1409 Forest Ave.

Neptune Beach, Fl. 32266



Of North Florida

## GOOD TIMES HAD AT THE NEW CULHANES PUB ANNUAL HOLIDAY PARTY DINNER



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 (for 2019)

### President:

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

### Vice President /Events Coordination:

Terry Sopher, (813) 508-1243 , [terrysopher@gmail.com](mailto:terrysopher@gmail.com)

### Secretary/Treasurer:

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

### Membership Secretary:

Ivan Matos, (931) 801-0479, [darkknight006@hotmail.com](mailto:darkknight006@hotmail.com)

**Newsletter:** Steven Arrington (904) 262-7071 [arringtonsp@att.net](mailto:arringtonsp@att.net),

### Board Members at Large:

Lance Brazil (904) 860-6799 [lbrazil@bellsouth.net](mailto:lbrazil@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 and be listed here.

## Coming Events

Jan. 26th - Palatka Classic Airplane and Car show

### **January 31st - Last day for Early Dues of \$15.00**

**February 3th** - Club meeting , 1:00PM at Kings Head Pub

February 16th - Annual TCNF Autojumble and MG Classics Tech Session

March 3rd- Club meeting TBD

March 9th - Amelia Concours Cars and Coffee

March 30th - BCCNF Drive to Washington State Park

*OTHERS: First Fl. Chapter Military Vehicle Preservation Association Rally - Feb 24-26; Renninger's Antique Center /Flea Market, 20651 US 441, Mt Dora, FL. 32757.*

- SWFL Nationals Car Show & Classic Car Auction; March 18-19, 2017;  
Go to [www.roadhousepromotions.com](http://www.roadhousepromotions.com)

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

The Triumph Club of North Florida got to be one of the first groups to hold an event at the new Culhanes' Pub located in the Tinsel Town area. While we missed a few members, the club took over most of the tables in a separated room. All reported the food was very good and of course the company was awesome .



1960 Triumph TR3A for sale. White paint, black interior, 4-speed standard transmission (no overdrive), 50,131 miles. The commission number of the car is TS64846L. My grandfather bought it new and he gave it to me. We are looking for someone who will drive it and treat it well. The car is located in west Houston (Highway 6 and Westheimer area). It ran fine but the last time I started it was several years ago. The soft top has shrunk a bit too much to attach but I am stretching it out. We are downsizing and have no time to drive it or properly care for it, so we sadly have to let the car join another family. We are asking \$20,000 for the car.

Rob and Michelle Booth, [mkbooth29@hotmail.com](mailto:mkbooth29@hotmail.com) ,832-434-4529

## **PRESIDENTS CORNER**

Happy 2019! Under Lance Brazil's leadership, 2018 was a great year for the TCNF. The British Car Classic in October 2018 was a big success. The show raised \$500 for our charity, Dreams Come True. At the December meeting, the members nominated, and elected your 2019 board:

Penny Levy, President, levy.penny@gmail.com  
Terry Sopher, Vice President/Event Coordinator  
Norm Reimer, Secretary/Treasurer  
Steve Arrington, Newsletter Editor  
Ivan Matos, Membership Chairperson  
Lance Brazil, Past president/Member at Large  
Walt Lanz, Webmaster/Member at Large

We are very excited about the upcoming year. This board has begun the new year with a lot of ideas and energy. There are already some great events on our calendar, with more to be added very soon. Please join us at the February meeting, on the 3<sup>rd</sup> at 1 pm, at the Kings Head British Pub on U.S. 1. Be thinking about your ideas and suggestions for 2019. We will be passing out slips of paper for you to write down those ideas and suggestions to turn into the board anonymously. Also, if you have had a good experience, or bad, with someone working on your car, have overcome an issue with your car, or have a recommendation for a parts supplier, etc., please let us know so that we can pass that on to your fellow members. We can all learn from each other's trials and Triumphs.

Do you have an idea for a newsletter article? Steve would welcome your contributions.

Over the next several months, we look forward to getting to know you all better, and getting out and driving our beautiful cars.

Cheers!

Penny Levy

President

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## **THANKS LANCE:**

I know you will all join in to express how much we appreciate all the work that Lance did in stepping up to be our President. It takes a lot of time and effort to do this job and no matter what, everything does not go as hoped. But we all can agree that we had a good year. We saw the better relationships with other British clubs and the formation of the British Car Club of North Florida process .

So, next time you see Lance, shake his hand and say Thanks! And the same goes for both Barry Northway and Penny Levy who are stepping down from Membership and Events.

## Welcome to New Member - Ivan Matos



Ivan Matos, US Army veteran  
Currently working for Boeing here in Jacksonville.  
My passion for classic cars comes from my father. He always had older cars and worked on them and painted them.  
I love all types of classic cars, muscle cars , hot rods and of course motorcycles.  
My current bike is a 2016 TriumphT120 Bonneville.  
I love British bikes, classic lines and styling. I've had older gentlemen compliment me on my bike many times. They are surprised to hear it's a newer model and are happy that Triumph hasn't changed the look to much.

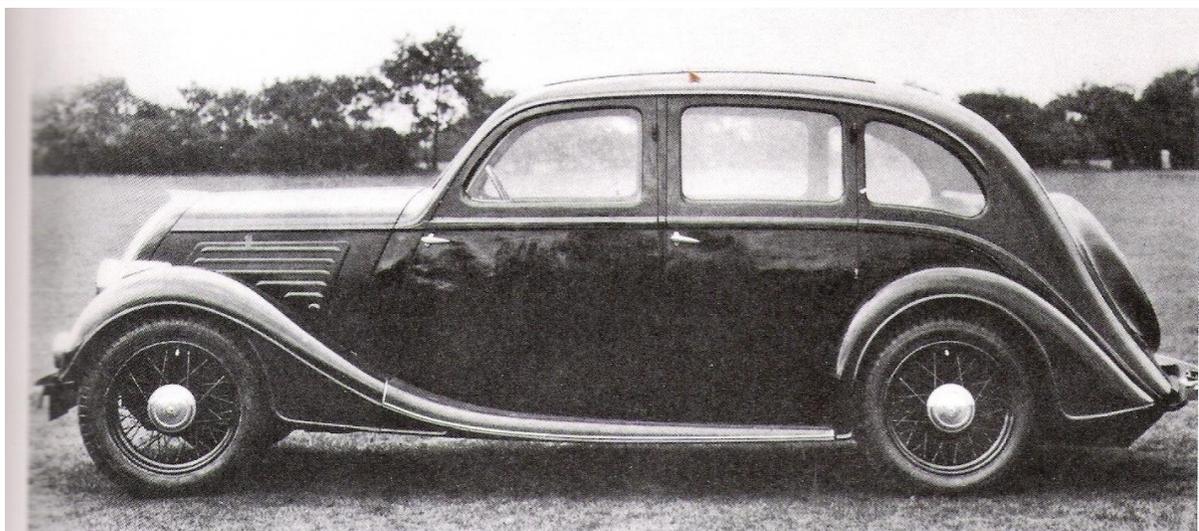
# THE BOOK OF THE STANDARD MOTOR COMPANY

by Graham Robson, Veloce Publishing

## Chapter 5: - Flying Standards for All, 1935 - 1940

In the early 1930's Standard was covering all the basis for the low through middle class automobiles with many models and quite a few specialty models in between. While this was great for the dealers, who had a lot of choices to sale, it was hard on supplying parts. The historian, Michael Sedgwick, wrote that this was, '...the range was prolix in the extreme...". John Black supported this but also had a vision of substantially increasing car production which would require more space and capital. So in '34 the decision was made for a full new range of engines and a new body style which led to the Flying Standards. The company increased its Capital Share from 300,000 to 500,000 (which today would be about 10 million pounds. with this success, John Black was allowed to set his own salary, bonuses and office perks which lead to excesses as such always does, but that was note to be noted till much later.

All of the Flying Standards had a sloping back and were more aerodynamic, with some saying that it looked a bit like the Chrysler Airflow (see picture). Both Austin and Morris were jealous of Standards new lineup. By 1938 the entire line was new. While the engines remained much the same as side vales, Standard was developing a new one with overhead valves similar to what Standard produced for Morgan and SS-Jaguar, but the War stopped this form being added to the Flying Standards. The Twelve, Sixteen and Twenty models all shared basically the same body shell with six window set up[ and produced at Briggs Motor Bodies. The Flying Nine and Ten were the final models to complete the body style change. By almost any British Motor standard, the Ten was an astonishing achievement and a jump ahead on all rivals. While Standard was producing engines for SS-Jaguar and continued with the overhead valve units, Standard did not design this engine. Harry Weslake was asked to make the modifications to the Standard engine, then Williams L:yons of SS-Jaguar persuaded John Black to tool up to produce this new engine, but Standard could not use it for their cars.

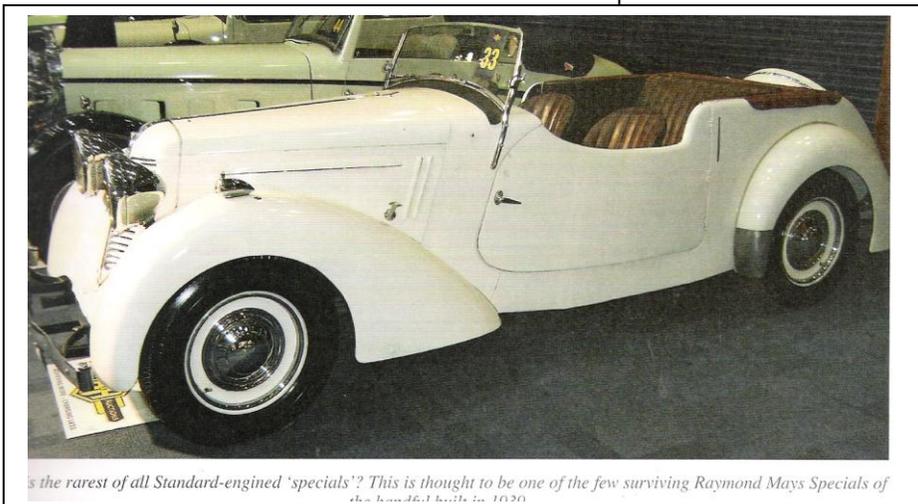


*This was the forerunner of the entire Flying Standard range, the first prototype mounted in a 1934/1935 chassis. Some experts point out resemblances to the Chrysler Airflow style of the period.*

One aberration worth mentioning was the Flying V-Eight. Produced for 1937 show, it was a marketing failure and known only to the most keen enthusiast. It (also known as 20AV) had a side-valve v-8 engine, which was never used on any other Standard car. It had virtually the same shell as the Twelve although a bit wider and with the "fencer's mask" grill. Some say the engine was taken from the new Ford, but no patent infringements were found. It had a 90 degree single cast iron block with a bore of 63.5mm. While this new car with Standard V-8 could outrun the Ford, Standard couldn't match Ford on price. Raymond Mays, race driver, also used the Flying V-8 as a basis for several specialty cars, but these were too costly to do well.

In 1938, the 3XA / Flying Eight was rolled out. This was another new car which by design or not it was just the right car for the time. With war looming ahead, the government was adding taxes for higher horsepower, so this became Standard's best sales car for the next years. The Eight was first to have independent front suspension, first to have the body produced in Canley (by Fisher & Ludlow) and have the smallest engine. This was sold in three versions, the saloon, the De Luxe, and a few of the open Tourer and ranged in price from 125 to 135 pounds. Also in 1938 the other cars in the Flying line lost their swooping tail and replaced with a notch type.

The outbreak of war meant that no new models would be presented in 1940. The 30's saw production go from 7,000 to 53,500 in 39.





## **RUNYAN CHARLES A. - founder of The Roadster Factory**

Of Indiana, Pennsylvania, aged seventy-two years, died Saturday, December 22, 2018, in Pittsburgh, PA. Charles graduated from Indiana University of Pennsylvania (IUP) in 1969 with a Bachelor of Science in English Education. He graduated from Indiana University of Pennsylvania (IUP) in 1969 with a Bachelor of Science in English Education. He taught English at Indiana Junior High School for two years before completing a Masters of Library Science at University of Pittsburgh. In the spare time he had while working as a librarian at the University of Pittsburgh at Johnstown, Charles restored a Triumph TR-3. He adored British sports cars from the time he was a boy, and while restoring his car, realized the need to fill the demand for car parts for others like him who were also interested in maintaining or restoring their Triumph sports cars. This led him to found The Roadster Factory, a mail-order business specializing in Triumph and MGB parts, in 1978. He used his expertise to develop catalogs of car parts for several British marques that became invaluable resources to many enthusiasts. As the business grew, Charles traveled many times to England to forge relationships with various suppliers. He especially loved Stratford-Upon-Avon. He developed an intense interest in Tudor architecture, inspiring him to build The Coventry Inn, an English pub housed in a traditional timber frame in Indiana, PA. Charles kept the odd hours he liked, rising around noon, working long evenings on his most recent Triumph catalogs, and enjoying a 2 a.m., cup of tea, right up until his death.

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## **Make your classic car's charging system reliable**

In our continuing series of The Big Six things likely to cause a vintage car to die and leave you in the lurch (which are, by the way, ignition, fuel delivery, cooling, charging, belts, and ball joint issues), it's time to discuss the charging system. I'll explain how the system works, reveal two crucially important numbers, tell you how to test the charging system's basic health, then offer tips on preparing your car's charging system for a road trip.

**The charging system** consists of the battery and cables, the alternator or generator, and either an external or internal voltage regulator. The function of the battery is to spin the starter motor to start the engine. Once that's done, the alternator takes over, satisfying the car's electrical demands and keeping the battery charged. The battery then acts primarily as a filter, keeping voltage spikes from damaging the car's electronics. The voltage regulator rapidly switches the alternator in and out of the charging circuit to provide the car the correct voltage.

The thing most likely to strand you is the alternator not charging the battery, which causes the battery to run down.

## A quick primer on important numbers

Let's introduce you to the charging system's two most important numbers. They are 12.6 volts and 13.5 volts. Here's why:

**12.6 Volts:** You think your car has a 12-volt battery. You're wrong. It doesn't. A so-called 12V battery actually has six individual 2.1-volt cells (one under each fill cap, back when batteries had fill caps). Thus, when fully charged, the battery should have a "resting voltage" of not 12-volts, but 12.6-volts. With each 0.1-volt drop, the battery loses about 20% of its ability to output high current on demand, so if it's reading only 12.0 volts, its ability to spin the starter quickly is basically gone.

**13.5 Volts:** With the engine running, the alternator should output a "charging voltage" that's about a volt higher than the resting voltage, or about 13.5-volts. The exact charging voltage depends on the car; it may be as low as 13.2-volts or as high as 14.2-volts.

Therefore, if you take a multimeter, set it to measure DC voltage, and measure the voltage across the positive and negative battery terminals with the engine off, if the battery is fully charged, it should read a resting voltage of 12.6 volts. Then, if you start the car, you should see a charging voltage about a volt higher than resting voltage. This is so central that we'll enshrine it in a little table.

Resting Voltage (engine off)	12.6 volts
Charging Voltage (engine running)	About 13.5 volts (13.2 to 14.2 volts)

With this in mind, you now can perform...

**The basic charging system health test:** Use a multimeter to measure the resting and charging voltages as described above. Then, with the engine running, gradually increase the electrical load by turning on the headlights and the blower fan. Then increase the engine RPM to about 3500 as you watch the reading on the multimeter. If the voltage stays about a volt higher than resting voltage (e.g., about 13.5V), then the car's charging system is functioning. But if the voltage drops (or increases) dramatically at any point, there's a problem in the alternator or the voltage regulator.

The cool thing is that you don't actually need a multimeter, or even to open up the hood. Google "cigarette lighter voltmeter." You can buy them on Amazon for six bucks. Keep one in the glove box. Stick it in your lighter socket when you need to do the test. It doesn't matter if it's absolutely accurate. What matters is that, when the engine is running, the reading jumps up by about a volt. If it does, the alternator is charging. If it doesn't, your car will die once the voltage drops too low.



## What the numbers mean and what to do

**Resting voltage lower than 12.6 means Low or Dead Battery:** If, with the engine off, the resting voltage is less than 12.6-volts, the battery is low and needs to be recharged. Of course, it begs the question of *why* the battery is low. It could be that the alternator isn't working (see below), or that the battery has reached the end of its useful life (we'll leave that one for next week's part two).

**Charging voltage the same as resting voltage means the alternator isn't charging:** If, with the engine running, the reading *doesn't* increase by about a volt—if, instead, it stays at the resting voltage—it means that the alternator isn't recharging the battery. This could be because the alternator is bad, the regulator is bad, or the wiring between them has failed. In any case, if you drive the car, the battery *will* run down. If the car is a primitive carbureted model, the electrical load on the battery is minimal, and you may be able to drive hundreds of miles before the battery runs down enough that the ignition stops firing. Next week I'll touch on charging issues on newer cars. But even on a primitive car, it's really important that you don't simply jump-start a car with a dead battery without checking that the alternator is charging, because if it's not, the car will simply die a mile down the road, possibly in a much more dangerous location.

People often say “but I just installed a new regulator and a rebuilt alternator; they can't be bad.” That's it. Diagnosis is good. Denial isn't.

**Charging voltage is too high means that the regulator is bad:** It's less common, but you may see that the charging voltage is too high, like over 15 volts. This means that the voltage regulator is stuck in the closed position. Overcharging can generate hydrogen sulfide gas and cause the battery to explode. If you see high charging voltage, smell sulfur, or if the battery case is bulging, STOP! Replace the voltage regulator and battery immediately.

### What to do before a road trip:

- Perform the Basic Charging System Health Test above.
- Inspect the fan belt which runs the alternator. If you see signs of cracking, replace it.
- Visually inspect the battery. If the case is bulging, replace it. If it's more than seven years old and you'll be traveling alone without easy access to a jump, replace it. It's money well spent.
- Inspect the battery cables. If there is massive corrosion or badly frayed wires, replace them.
- Buy a battery post cleaner and clean the posts and the insides of the cable clamps.
- Inspect the ring terminal on the big “B+” post on the back of the alternator. If the wires leading to it are frayed, crimp on a new terminal.
- If the car has an external regulator, inspect the three wires (D+, D-, and DF) running between it and the alternator, and the terminals at both ends. Be sure the terminals are actually pushing onto the posts and aren't pushing out the back of the connector (very common as the plastic connectors age and crack).

Fresh battery. Good cables. Passed the Basic Charging System Health Test. No alternator connectors about to snap off. You're good. Go and drive!



**If you don't swear while driving then you're not paying attention to the road at all.**

**If at first you don't succeed.. try doing it the way your wife told you •**

**MALE or FEMALE**

TYRES:

Tyres are male, because they go bald easily and are often over inflated



HOT AIR

BALLOONS:

Also a male object, because to get them to go anywhere, you have to light a fire under their butt.



SPONGES:

These are female, because they are soft, squeezable and retain water.





**8th Annual  
Palatka Classic Airplane and Car Show**

**Saturday, January 26, 2019  
9:00 a.m. – 4:00 p.m.**

**Food, Fun and Flying**

Featuring Warbirds, Antique and Modern Day Aircraft, Classic Car Show  
Airliners, Helicopter and Open Cockpit Biplane Rides  
Lunch Served Beginning at 11:30 a.m.  
Skydive Palatka Actively Jumping Throughout The Day,  
Remote Control Airplane/Drone Displays and Demonstrations, and More

**Save Date will be February 1 • For more information call (384) 229-0540**

Find us on the web at [www.palatkakaylarkin.com](http://www.palatkakaylarkin.com)



Please take note of the flyer on the Palatka Classic Airplane and Car Show. We hope to have many Triumphs represented and watch for emails about meeting and driving down together. We plan to secure a good parking area so all those going can park together. This is a fun day with lots going on with cars and with airplanes. Last time I was there just missed getting in que for the AT-6 Texan was bird fly.

There is great BBQ, a small donation is requested.

This is , I think, a good one to bring the kids - of any age.

Please contact Terry Sopher if you plan to attend.

<https://www.pcafcr.org/event/8th-annual-palatka-calssic-airplane-and-automobile-show/>

WHAT WOULD YOU KIE THE CLUB TO DO?

email Terry at :

[terrysopher@gmail.com](mailto:terrysopher@gmail.com)

## WASHINGTON OAKS STATE PARK - MARCH 30th

Time is now to plan to attend this BCC NF event and get ready for a great drive and Pic-Nic.

Here are a couple website to help you determine what all you can do while there - there is lots.

[https://www.google.com/maps/dir/30.154372,-](https://www.google.com/maps/dir/30.154372,-81.654489/Washington+Oaks+Gardens+State+Park,+6400+N+Ocean+Shore+Blvd,+Palm+Coast,+FL+32137/@29.9068106,-81.6763365,9.69z/data=!4m10!4m9!1m1!4e1!1m5!1m1!1s0x88e696557ed5a08f:0x2a5c655a2f369b5c!2m2!1d-81.207483!2d29.633124!3e0)

[81.654489/Washington+Oaks+Gardens+State+Park,+6400+N+Ocean+Shore+Blvd,+Palm+Coast,+FL+32137/@29.9068106,-](https://www.google.com/maps/dir/30.154372,-81.654489/Washington+Oaks+Gardens+State+Park,+6400+N+Ocean+Shore+Blvd,+Palm+Coast,+FL+32137/@29.9068106,-81.6763365,9.69z/data=!4m10!4m9!1m1!4e1!1m5!1m1!1s0x88e696557ed5a08f:0x2a5c655a2f369b5c!2m2!1d-81.207483!2d29.633124!3e0)

[81.6763365,9.69z/data=!4m10!4m9!1m1!4e1!1m5!1m1!1s0x88e696557ed5a08f:0x2a5c655a2f369b5c!2m2!1d-](https://www.google.com/maps/dir/30.154372,-81.654489/Washington+Oaks+Gardens+State+Park,+6400+N+Ocean+Shore+Blvd,+Palm+Coast,+FL+32137/@29.9068106,-81.6763365,9.69z/data=!4m10!4m9!1m1!4e1!1m5!1m1!1s0x88e696557ed5a08f:0x2a5c655a2f369b5c!2m2!1d-81.207483!2d29.633124!3e0)

[81.207483!2d29.633124!3e0](https://www.google.com/maps/dir/30.154372,-81.654489/Washington+Oaks+Gardens+State+Park,+6400+N+Ocean+Shore+Blvd,+Palm+Coast,+FL+32137/@29.9068106,-81.6763365,9.69z/data=!4m10!4m9!1m1!4e1!1m5!1m1!1s0x88e696557ed5a08f:0x2a5c655a2f369b5c!2m2!1d-81.207483!2d29.633124!3e0)

<https://www.pcafcr.org/event/8th-annual-palatka-calssic-airplane-and-automobile-show/>

## 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