

TRIUMPH CLUB OF NORTH FLORIDA

Volume 31 Issue 5 &6

May and June 2019

Triumph Club

www.tcnf.org

1409 Forest Ave.

Neptune Beach, Fl. 32266



Of North Florida

WALTER LANZ HONORED FOR HIS MANY YEARS DEDICATED TO NFTC



Walt, in the middle, holds his award with Penny Levy, President on left and Terry Sopher, VP is on right. See page 4

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.

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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 can be listed here.

Coming Events

August 3rd - Club meeting , 1:00PM at Kings Head Pub

15 September - Ponte Vedra Auto Show, Nocatee (www.pvautoshow.com) [Note - TCNF Meeting will be at the show!]

28 September - 2nd Annual Cars & Cannon Show at Ft Clinch.

6 October - TCNF Meeting at Kings Head Pub

19 October - British Car Classic

3 November - TCNF Revolution Rallye

11 November - BCCNF Great Dixie Car Rallye

8 December - TCNF Christmas/Holiday Party

OTHERS: 6-11 October - VTR National Convention, Dripping Springs, TX Go to www.roadhousepromotions.com

The British Car Club of Charleston would like to invite members of the Triumph Club of North Florida to the 35th Annual British Car Day. It will be on Saturday, October 26th. It will be at the same venue as last year, Palmetto Islands County Park in Mt. Pleasant, SC. For details, registration and posters, please go to

www.britishcarclubcharleston.com/BritishCarDay2019.php

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

PRESIDENT'S CORNER

Yesterday, Friday 5 July, I witnessed one of the many benefits to TCNF membership. I watched as Car Whisperer, Brian Fitzgerald (1975 Jensen Healey) tracked down the electrical issues on Past President Lance Brazil's 1980 Spitfire, got it started, and set the timing so that it ran smoothly. Brian and Steve Arrington (1977 Spitfire and 1972 Stag) answered the club-wide SOS for stage one of the Spitfire resurrection. Brian returned yesterday to complete the job. There are several skilled club members who are willing and able to lend a hand, or to steer members in the right direction. Currently, we are working on a way to securely connect our members with each other.

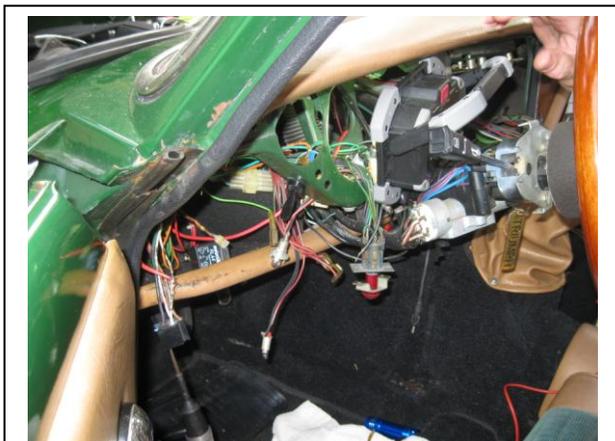
By the time you get this, our meeting at Crispy's, in Springfield, will be history. We always have a good time when we get together with other Triumph and British car enthusiasts. Speaking of car camaraderie, be sure to check out the article about Terry and Cathy Sopher's latest adventure on the Smoky Mountain Tour, sponsored by Classic Motorsports and Hagerty Insurance. Alex and I had our own adventure in the Smoky Mountains with the national TRA Gathering in Dillard, Georgia in May. The TRA is a great organization that focuses on TR 2s, 3s, and 4s. However, all Triumph owners are welcome.

Our next meeting will find us back at our "club house" at the Kings Head British Pub on Sunday, 4 August at 1 pm. I'm sure that Mr. and Mrs. VP, Terry and Cathy, will have something good planned for us.

Don't forget that we have Grill Badges, and patches for sale at every meeting.

Cheers! Penny

SOS for Lance Brazil



Brian and Lance find the problem, but as you can see also found a few things that past owners had done in a less than acceptable method. But the weather was not too hot for a July day.

WALT LANZ. member extraordinaire

At our May meeting, we honored one of our long time members, Walt Lanz for all he has done for our club. The following is just a touch about Walt.

Walt's first car was a 1950 flathead V8 Ford with a powerful 100 horsepower. There was a starter button on the dash and three-on-the-tree gear shift. It had a habit of vapor locking in hot weather and Walt got to be very good at clearing it quickly; so quick, in fact, that he could jump out of the car at a red light, open the hood, clear the vapor lock, close the hood, and be back in the seat and ready to go when the light turned green

Walt started his working life at Cape Canaveral. He was working for Pan Am that was subcontracted to RCA that was contracted to NASA during the Gemini era in the mid 60's. His work here was interrupted when he was drafted into the army and assigned to be a medical corpsman.

In 1963 he started learning and working on computers. In 1968 he began working on them full time. His main focus at the time was the IBM 360. All through the 70s and early 80's he programmed in assembler and machine language.

In 1968 he parked his '57 Chevy next to a TR3 at a Ford dealership and bought a Mustang Fastback with a 289 V8 engine and 4 on the floor.

In the late 70s he became self-employed building, repairing, and programming computers for his client base including both private individuals and corporations.

Walt had gotten interested in British Sports car while in high school as he and his friend would often visit the row of dealers in Orlando as entertainment if there wasn't more exciting things going on. There was a MG, Austin, and of course a Triumph dealer almost next to each other.

When he left the army, he spent 3 months roaming around middle USA before he settled down. He met Barbara in 1968, they were married in 1970. This year they celebrated their 49th anniversary. They have two daughters, three grandchildren and four great-grandchildren.

In 1978 he bought two TR3As. One with a good body and a bad engine and the other had a great engine and a bad body, so between the two cars he made one really good TR3A, that still sits in the garage awaiting completion.

Walt joined the North Florida Triumph Owners Association in December 1981, which disbanded in 1982.

Walt was one of the first members of the TCNF back in late 1988 just after the club was formed. Many of you know that Walt has taken care of the web site since the late '90s, but he has also held every office in the club - many of them multiple times and some in concert with his wife Barbara, also a TCNF member.

Barbara bought a '73 TR6 that they still have today. He also bought a Spitfire for autocross, had the engine rebuilt for street hot performance and added a 6-point roll bar.

In 1992 TCNF hosted the Southeast Regional at Jekyll Island. Walt took his laptop and printer, which was operated by Margie Pace, to update the guests of event changes as they happened. Notices were printed and attached to the door of each Triumph guests room.

In 1999, at the Southeast Regional, hosted by TCNF, Walt wrote a program to keep track of the voting, making sure each vote was counted properly, and printed the results for the MC to use at the evening banquet.

It was at that event that Walt loaned his TR7 windshield to Bill Warner for his racecar so he could run in the Classic Car events at Daytona.

Walt loved all types of TCNF events whether it be a driving event or a group meeting or tech activity.

For the last few years Walt has not been able to make many of the TCNF meeting as he is now the primary care giver for Barbara and it is hard to get away for a long period of time. So for you newer members keep a look out for Walt as I know you will enjoy talking about Triumph times.



Liz Pilling, Bob Pilling, and Walt L at BCC in 90's

THE BOOK OF THE STANDARD MOTOR COMPANY

by Graham Robson, Veloce Publishing

Chapter 8: - Tractors, Banner Lane, and Jet Engines 1940-1959

Now is when the restless, sometimes irascible and always ambitious Irish businessman, Harry Ferguson enters the Standard story. Harry had already made money by inventing farm elements and his method of linking tractor machinery when he wanted to start his own brand. The David Brown engineering build his tractors from 1936-1939, then Ford built them in Detroit, but his relationship with H Ford was not an easy one and he soon wanted to find a partner back in the UK. There is a interesting story about how the connections were made to tie Ferguson's needs to Sir John Black to gain a decision. On September 5th, 1945 the two occasionally ruthless businessmen did meet and seemed to get on well. Their meeting was documented by Mrs. Ferguson on a menu where she wrote "Dedicated to Oliver the parson who wed Harry and John" under signatures of all the men present. (Oliver, was Oliver Lucas). Standard would then set up Banner Lane facility to manufacture the Ferguson tractor - TE-20 and planned to build 200 per day.

The Ferguson tractors built in the USA had a Ford engine, but the first tractors built at Banner Lane used a US made continental power unit until standard had its own engine ready. While similar to the engine developed for the Vanguard cars, it was yet different in many ways. First, it had to be considerable more robust as the tractor didn't have suspension so the engine/ transmission had to carry a lot of bending stress. While Harry Ferguson gave Standard the design of the tractor as built by Ford with some modifications, Standard had to redraw and make a lot of changes before tooling and production could start. Oh yes, these drawings were without engine and transmission as those designs belong to Ford. So, Standard had to do / re-do about 75% of the design before starting. Sir John Black was not happy, but eventually Ferguson paid most the engineering costs, but this extra work did delay the production of the Vanguard car.

Ferguson had wanted just a "Gentlemen's Agreement", but with two such aggressive men conflicts were to be the rule and almost curtailed the venture. With the help and guidance of Oliver Lucas, a written agreement was finally done in summer of 1946. Production started slowly, but in 1947 they produced 20,000 tractors and then the Vanguard engine was available and they made 50,000 in '48. The market was so attractive that Sir Black, for a brief time looked at stopping car manufacturing to move to a 150,000 unit tractor production and might have, but for the lack of material production to support such a move. The partnership continued through the merge to the Massey Ferguson name but ended in 1959.

NOTE: Standard (Triumph) didn't use a tractor engine for its cars, but did modify their car engine design to fit the tractor.



Sir John Black (right) and tractor tycoon Harry Ferguson, early in their tempestuous tractor manufacturing project.

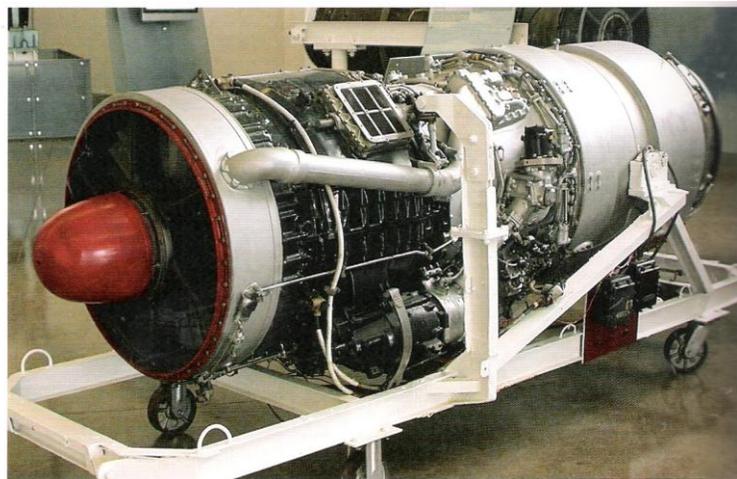


Standard completed the 500,000th Standard-produced Ferguson tractor at Banner Lane in 1956. Managing Director Alick Dick, and his Sales Director Mike Whitfield nose hamils with that significant machine



This was the original Ferguson TE20 tractor of 1946, as substantially re-engineered and completed by Standard. Production at Banner Lane began in that year – that is the front office block of Banner Lane in the background – and eventually more than 500,000 of these machines would be built.

When Standard was asked to manufacture Rolls-Royce Avon jet engines in 1951, this was by far the most complex project ever tackled by the company. Hundreds were built before the contract was ended in 1954.



Once the Germans had been defeated in 1945, the UK and the USA had become the world leaders in gas turbine (jet) engines. Unfortunately the research of the west was shared with the USSR and when the Korean conflict broke out the Soviets were supplying their MIG 15 jets against the west. The UK started to re-arm (as fast as their new civil service sloth would allow). Rolls-Royce plants were at maximum, which presented an opportunity to Standard, who had done well in WW-II production. In 1951 Standard had the contract to build the Avon jet engine. The contract orders and rush level went up then down several times till the contract was ended in 1954, as did Standards interest in jet technology. Although a small group did develop a small gas turbine constant-speed engine, but it would never be practicable for cars and was sold to Auto-Diesel.

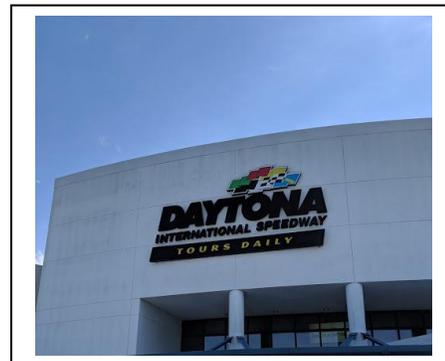
Daytona - Easy by Brian Fitzgerald

As you may remember, the MG Car Club invited our members to participate in their track event at Daytona International Speedway on April 12th.

When I saw that, I said "Hell yes." But I've got a NASCAR problem. I try not to let it affect anyone else, but like all things I'm not always successful.

On the day I left early. I wasn't sure how long it would take or if I would even get there. I was driving a Jensen Healey after all.

I've been to Daytona several times for races, but it's always good to go to a racetrack. The track event was to start around 5 pm, so I had about an hour to kill. There's a concession stand inside, so I got a couple of hotdogs and decided to do a tour of the museum. For the \$10 to get in it's well worth it. Yes, there are lots and LOTS of NASCAR spec race cars in there. There are also race boats, motorcycles, drag racing cars and this thing:



Imagine my surprise when I saw that on display. After I found this Spitfire, time was starting to run out so I took a quick look at the winning car of the 2019 Daytona 500 (NASCAR impounds the car after the race and doesn't give it back until the season ends in November. It's sitting there just as it came off the track. Covered in rubber dust, confetti and dried champagne) and ran outside. I met up with Paula, who directed me to Ian and I lined up as a lone Jensen Healey in a sea of MGs. I saw a Spitfire in front of me and a Jag F Type behind me.



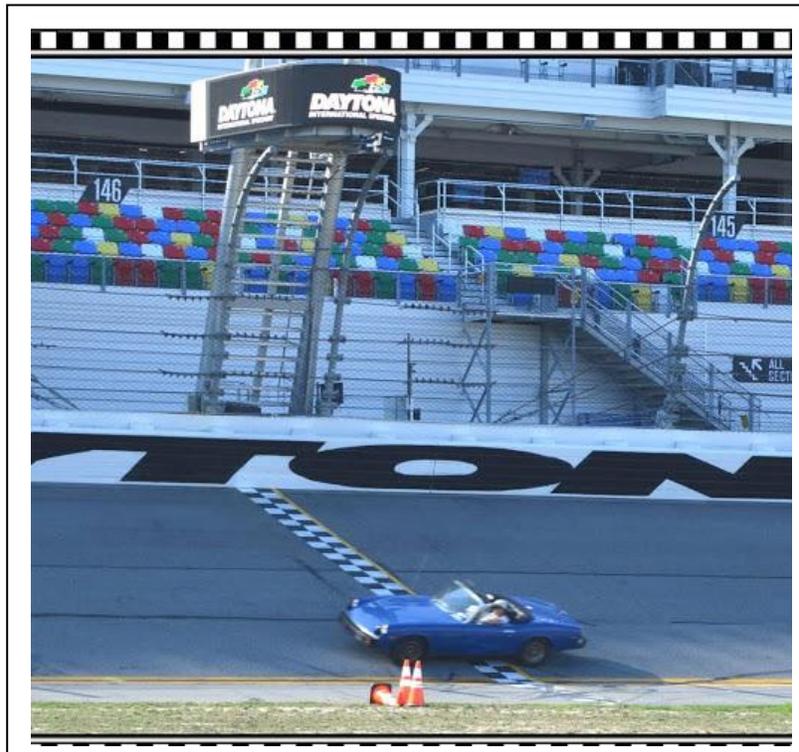
We were directed through the tunnel under Turn 4, through the infield lanes until we came out on pit lane. Everyone was single file behind a NASCAR vehicle as we proceeded through the infield Road Race Course.

The Course has some good switchbacks, “Ess” turns and a straight away before you come out right before NASCAR turn 1.

If you’ve never seen the banking at Daytona words will not explain it. As I said, I’ve been there before, but I NEVER realized the incline of the banking .

We went through NASCAR 1 and 2 on the flat part of the track, and the racing surface was like looking at the side of a building . I then understood how they went through those turns with a 3600 lb racecar at 200mph.

We proceeded on a short section of the back straight, back into the road course and came out in Turn 3 and were then driving on the racing surface through the Trioval section of the front stretch.



I am actually holding the steering wheel to the right to keep the car going straight.

In total we did three laps and then proceeded back out through the Tunnel to the parking lot.

For the \$55 price it was an outrageous bargain. Ian got pictures for everyone as their cars crossed Start/Finish, which I immediately emailed to all my friends to remind them that I’m having more fun than they are. It worked.

So big thank you to Ian, Paula and the MG Club for giving me this opportunity.

If they do it again, so will I and I have no reservations recommending it.

May Meeting:

Despite the mini-monsoon this past Sunday, the TCNF's May meeting at the Dick's Wings across Atlantic Blvd. from Craig Airport was well attended, with 16 members present. Kudos, and extra points, to Charles Fenwick III for braving the weather and driving his Spitfire with the RAF roundel on the doors. The TCNF webmaster, the elusive Walt Lanz, was able to join us. He has been a huge help to past and present members and officers. Walt, and his wife, Barbara, are among the founding members of the TCNF. Because of his contribution, we honored Walt with a certificate of appreciation.

Terry and Cathy Sopher instituted their monthly Triumph Trivia game, with a lively, brain-bending eight-question competition, with Alex Levy winning, with six correct answers, and Charles Fenwick coming in second with five correct answers. They each received a prize. For those who want to play at home, here are the questions. The answers are at the end of this email.

TRIUMPH TRIVIA -- See how well you do?

1. In what year did Design Work start on 20TS, later redesigned & became TR2?
 - a. 1950
 - b. 1953
 - c. 1952
 - d. 1951
2. How long was the TR3A in production?
 - a. 2 years
 - b. 1 year
 - c. 3 years
 - d. 4 years
3. What was the combined total number of TR3, TR3A, and TR3B produced?
 - a. 74,944
 - b. 58,236
 - c. 3,331
 - d. 13,377
4. Who was Sir John Black?
 - a. President of Standard Motor Company
 - b. Co-Director of Hillman Motor Company
 - c. Chief Designer of the Triumph TR2
 - d. Both A & B
 - e. A & B & C
5. The first Triumph car went on sale in what year?
 - a. 1927
 - b. 1923
 - c. 1902
 - d. 1952
6. The Spitfire, GT6, TR4, TR4A, TR250/TR5 and Herald were all designed by:
 - a. Walter Belgrove
 - b. Sir John Black
 - c. Giovanni Michelotti
 - d. Alick Dick
7. The 1st post-war Triumph was the:

- a. Vitesse
- b. Herald
- c. Gloria
- d. 1800 Roadster

8. The 1st Triumph Motorcycle was sold in 1902 & the company was started by a:

- a. Briton
- b. Swede
- c. German
- d. Australian

The competition is heating up with our newly launched Membership Participation Recognition Program. VP/Event Coordinator, Terry Sopher, and his wife, Cathy, worked hard designing this fun competition. They are collecting some nice “swag” to be awarded to the members with the most points at our end-of-the-year Christmas party. Points are awarded for attending a meeting (10 pts), driving your TR (or Jensen or MG) to meetings or events (10 pts), wearing club regalia or name badge to meetings or events (5 points), signing up a new member (25 pts), bringing a guest (10 pts), sponsor an event (25 pts), and submit a newsletter article (10 pts). Top contenders are the Levys, Sopers, and Charles Fenwick. Bringing a guest to our meetings (they don’t have to join), is a good way to rack up the points!

Drive your British Car Week:

From May 25 to June 2nd was the National DYBCD. Several members did just that.

Here is a photo of the 250 in front of a model for the USNS ships that were built here in Brunswick.

I thought it was appropriate as it is Memorial Day as well, and being an old salt retired Navy guy, I just had to take the photo here. By the way this is at Mary Ross Park very near downtown Brunswick, Ga. Thank you, best wishes to you and all the club members.

Tony & Jeanne Cascio



Here’s Alex’s photo:

The moral of the story is not to remove the spare fan belt from the trunk, even if the one on the car is only 18 months old. This happened on the way home from the MG tech session on Saturday. Fortunately, I was home and able to bring him the spare fan belt and the hydraulic floor jack to make the install easier. It was 100 degrees in Orange Park. He ordered a Gate belt from Amazon to replace the Romanian-made belt he got from The Roadster Factory. At least this didn’t happen when we were driving the mountain roads in Georgia!

Alex & Penny Levy



June Meeting with Funkhana

By all reports, the Funkhana, held in the parking lot of the Kings Head British Pub, before the June meeting was a resounding success. I am so sorry that I was too ill to join in the fun. The first and second place participants, Paul Thomas and Steve Arrington, had one thing in common - former President, Lance Brazil navigated. If you plan to take a trip off the beaten path, or a circuit of the Kings Head parking lot, you could do no better than to have Lance sitting in the passenger seat - good company, and a good sense of direction! When Alex brought the sign-in sheet back to me from the meeting, I realized that at least one page was missing. Some of you wrote your names in. If you attended the meeting, but did not get credit for your attendance, please let me know, and I will add your points to the tally. Our aging printer was only allowing me to print one page at a time; I thought I'd printed out all of the pages, but no. The printer has since been replaced, so any printing errors in the future will be due to operator error. Paul Thomas, our newly anointed Baron of Regalia, was on hand to sell TCNF grill badges and patches. The inaugural TCNF 50/50 raffle was also a success. Many thanks to Cathy Sopher for taking that over in my absence.



Triumphs lined up before the Funkhana Rallye



The Sophers on last task of the run



Touring in a Classic 1968 Triumph TR250

The weather this month has been hot, very hot and also very cool...It just depends on where you are! Cathy & I had decided to go on Classic Motorsports Smokey Mountain Tour this past winter, remembering how much we enjoyed other family trips to North Georgia & Waynesville, North Carolina during the hot summer months here in Florida.



We have done two tours previously with Classic Motorsports crew in March of 2018 and again in March of 2019 - Both were called the Orange Blossom Tour and were the brainchild of Tim Suddard, the man behind Grassroots Motorsports & Classic Motorsports in response to people telling him Florida didn't have any great roads, and whose total experience with Florida was driving to Orlando to see the Mouse! The Orange Blossom Tour had a different itinerary each year and we travel on some truly great roads from Jekyll Island, Georgia down to St Augustine, over to Ocala, up to Gainesville and further over to Tallahassee and just above the FL/GA Line, back to Jekyll Island. The Orange Blossom Tour always ends near Amelia Island just in time for the Amelia Island Concours d'Elegance. The timing for the Smokey Mountain Tour was perfect, after temps here

in Jax were at and near 100 degrees, with one member complaining about how his feet were melting in his Triumph and he couldn't drive it! On Sunday morning 9 June, we loaded the TR250 in the car hauler and hitched it up to the trusty 2013 Ram 1500 and headed up through Callahan and Hilliard and via the back roads of Georgia to Château Élan Winery/Spa/Hotel and arrived in time for the complimentary Wine Tasting Flights, after unloading the TR250. We had a great steak dinner and got to meet the other participants. The Tours



are limited to 25 cars w/ Driver/Navigators, most were couples, although some buddies/racing partners and they came from all over - Alaska, California, Minnesota, New York, Vermont, Illinois, Virginia, Kentucky and more! The weather did not look good (rain, 70 percent chance) for Monday's drive from Braselton, GA to Helen, GA with a stop in the middle at Atlanta Motorsports Park (AMP)...well sort of a stop, we did about 6 or so very quick laps around the 1.2 mile race track in a light rain...the torrential stuff had stopped! AMP is a country club for people who like to drive cars and not golf balls!

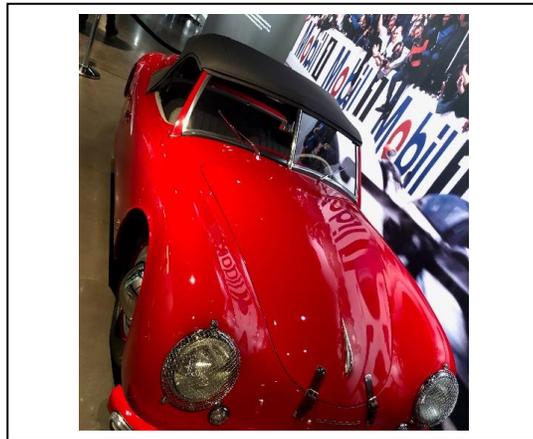
In Helen, Ga. we had a fabulous German family style meal and then drove to Highlands, NC. Highlands is a swanky little town that sits atop a high mountain plateau with really great twisty roads the only way up or down! We stayed in Highlands Monday thru Wednesday night as our base of driving operations. Tuesday -We went to the Great Smokey Mountains National Park on some amazing roads, then left the Park and went on Cherokee Foothills Parkway (Really, really nice and scenic road) to The Tail of The Dragon (318 curves in 11 miles).



The Tail of the Dragon was an adventure and it was good we came over from the far side of Deals Gap, as the stop at the bottom at had all the gory pictures (mostly motorcycles, but also cars and trucks...injured and worse people...burning vehicles...vehicles being crane lifted from over the side of the mountain) of those who lost it on the Tail of the Dragon! Everyone in our group had a fun and uneventful drive - weather was perfect and scenery was beautiful.

Wednesday, we drove on more amazing roads to Toccoa Falls & Tallulah Gorge...listened to some awesome Blue Grass music Wednesday night and even did a little clogging!

Thursday, we left the mountains and drove back to Atlanta...with the temperature gradually rising and finally hitting HOT towards the last couple hours of the 197 mile drive when we started navigating around the metropolis of Atlanta. We did stop for lunch at a small antique car museum in Currahee, GA. The reason we had left the wonderful mountains and to go to Hot-lanta, was because of one of the Tour Sponsors - Porsche! We had a private farewell dinner at the Porsche Experience Center - surrounded by an incredible collection of historic Porsche racing cars and other special Porsches.



Friday it was an early morning, as we had to beat Atlanta rush-hour traffic and make a 65 mile drive to Brasleton, GA. Traffic was thick and challenging and we made it just fine. We loaded up the TR250 in our rig and drove to Hendersonville, NC to pick up our '64 race Spitfire!

The TR250 was a joy to drive and the second oldest car on the tour (58 Alfa Romeo was the oldest). Not a single vehicle had a breakdown or an issue! Total Mileage driven in the 5 days was about 800 miles. The food, amenities and staff were ALL First Class! Now, Cathy is thinking she wants to sign up for Classic Motorsports newest Tour - Napa Valley Tour...That is a long drive out...well, Hagerty does have classics you can rent...or maybe that is an excuse to find a California Triumph to drive in the Tour and then do a cross country trip back home - Hmmm!

Terry



7 items not to reuse when restoring your car by [Kyle Smith](#) from Hagerty

Restoring a car is costly, not only in dollars but time. Making the most of both will create a finished product that is much more rewarding. Cut corners a bit too close in the interest of saving a few bucks or a little time and you stand a chance of doing it all over again. To avoid the headache of doing the same job twice, here are seven things you should never reuse in a restoration. We promise you'll thank us later.

U-Joints: Driveshafts and the associated hardware are unsung heroes in the car world. These simple but hard-working pieces transfer the rotational motion from the transmission output shaft to the driveshaft, then on to the pinion gear in the rear axle. They operate in the terrible environment under the car where the sensitive needle bearings can get packed full of grit and debris, stranding you when they break or lock up. If you are going through the effort to restore the car, replace the u-joints while everything is apart. You can't see them when all is said and done, but peace of mind goes a long way.

Brake Lines: This one is about peace of mind, too. Brake lines can look serviceable on the outside, but water suspended in the brake fluid can create rust that works from the inside out. Ruptured brake lines are a scary proposition and shouldn't be left to chance. Invest in pre-bent lines or bend and flare your own for a custom look and a real sense of satisfaction.

Any Spliced wiring: Don't reinstall that rat's nest of wiring. Properly splice any poorly-done unions or, better yet, replace wire completely to remove any patches or splices. You don't have to replace the whole harness, but that's a good option, too. Electrical items stop working because of improper or broken wiring. Worse, they can short out and ignite. It would be heartbreaking to watch all your hard work burn in an electrical fire the first time you connect the battery. It isn't worth the relatively small amount of time and money you might save by reusing the old stuff.

Thermostat: Buried in the engine compartment is a small part that, if it fails, can cause no end to overheating headaches until replaced. Draining the cooling system is a pain, and thermostats are cheap. Yes, you can toss the used one in a pot of boiling water to check it, but for the small amount of money, why not just replace it? Do it the first time rather than cursing your tight purse strings the second time.

Pilot bearing/ throw-out bearing: Manual transmission cars are typically favored for their ruggedness and ease of repair, but two pieces of a manual transmission system are typically overlooked. The pilot and throw-out bearings keep the input shaft supported and disengage the pressure plate when the driver presses the clutch pedal. If either bearing fails, it can cause lack of clutch engagement or additional damage to the transmission. Replacing them often requires removing the engine, transmission, or both. It is tempting to visually inspect these and put everything back together, especially if there was no noise or signs of failure before disassembly. But do you really want to pull the engine and transmission shortly after your restoration is finished? That's when you are supposed to be enjoying the drive.

Piston rings: That's right, I have seen engines go back together with the same piston rings that came out. Tearing down an engine enough to remove pistons and connecting rods, only to put them back without replacing piston rings, is setting up a freshly assembled engine to have excessive blow-by or low compression, which inhibits performance. This is a time when "while-I'm-in-there" syndrome is OK. A "freshly rebuilt" engine with an oil breather like a steam train is not a good look. It is also easily avoided.

Ball joints: Front suspension is an easy rebuild—take it apart, clean it, put it back together. And much like the pilot bearing, ball joints are simple but hard working. Replacing them requires a good bit of disassembly, including compressing coil springs, in most cases. Do these while everything is apart and you won't have to get a fresh alignment again shortly after you've finished that restoration.

HOW TO GET YOUR KIDS TO DO CHORES

#1

Good morning my darlings!
Can't find your phones?
So sorry. If you do a
thorough enough job
cleaning the bathroom,
their location will be
revealed. Love, MOM

#2

Me again! Nice job cleaning.
Your phones are in a place
you've likely never seen -
the bottom of your hamper.
Unfortunately, they are
dead. Empty the
dishwasher to reveal the
location of the chargers.

#3

EXTRA DRY RINSE SPRAY

Don't you just
LOVE treasure hunts?
The chargers are in
the EMPTY cereal box
one of YOU put back
in the pantry. 😡

#4

Having fun yet?
Take out the trash
and recycling and
come find me to get
the new WiFi password.
😊

***And my 5th grade teacher said I "lacked creativity". How do you like me now, Mrs. Wells? 😊

I Ordered a Chicken
And An Egg From
Amazon.

I'll Let You Know.

**If you're sitting in
public and a stranger
takes the seat next
to you, just stare
straight ahead and
say, "Did you bring
the money?"**

**Remember, if you
lose a sock in the
dryer, it comes
back as a
Tupperware lid
that doesn't fit any
of your containers.**

**If you answer
the phone with
"Hello, you're on the air!"
most telemarketers
will quickly hang up...**

**When one door
closes and another
door opens,
you are probably in
prison.**

**to me 'drink
responsibly'
means don't
spill it.**

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