



Triumph Club of North Florida

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Links

[TCNF](#)
[Vintage TR Register](#)
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[The Roadster Factory](#)
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Business News

2020 Membership Dues

- Renew: \$30 (due 1/1)
- New Member: \$35

Send membership forms and checks to Iris Lipsky @ 1208 Raleigh Ridge Drive, Jacksonville 32225. PayPal coming soon.

President's Corner - Year End Message

Where did 2019 go?! It didn't seem that long ago that we met at Culhane's Irish Pub for our 2018 Christmas party! Yet, here we are, less than a month away from celebrating there, again. If the adage is true – time flies when you're having fun – members of the TCNF had FUN this year!

This year was full of personal challenges for many of the TCNF board members. Despite all that, we Triumphed. For that I want to thank our Board of Directors, VP/Event Coordinator Terry Sopher; Secretary, Iris Lipsky; Treasurer, Norm Reimer; Past President, Lance Brazil; Newsletter Editor, Steve Arrington; Club Historian, Walt Lanz; and our Ad Hoc Committee Members, Paul Thomas, Regalia; and Website Coordinator, Alex Manzo; and the support and valuable advice of Cathy Sopher, Alex Levy, and Mark Lipsky. The challenges and work were well worth the effort to see the enthusiastic participation and help from our members. Thank you!!!

A special thank you to Steve Arrington who has been our Newsletter Editor for many years. He has passed the torch! This publication is now in the very capable hands of Paul Thomas. This is the first edition of our newly designed Newsletter and we hope you enjoy it as much as Steve's. The navigation pane on the left side of each page will contain what's in the issue, member and Board information, business news, links to our calendar, articles, videos and upcoming events to keep you up to date on the TCNF. Articles and brief summaries of club activities will of course continue to be included.

2019 brought some fun, new events, including rallyes, road trips, and funkhanas; some administrative changes, such as becoming a registered not-for-profit corporation in the State of Florida, and some tweaking to the by-laws; a new website, that will continue to get better; beautiful regalia – grill badges and shirts; and (I saved the best for last) new members!

But, wait! There's more! 2020 is around the corner, and we've begun filling the calendar with events that will get us out and enjoying our beautiful classic Brits. I hope to see you at the Christmas Party at Culhane's Irish Pub on December 8. See *Upcoming Events* on the next page for details. If you haven't already RSVP'd, please email me. Terry has a nice program planned, and there will be prizes from some of our favorite local and national parts stores! Hope to see you there. Cheers!

New Members

Fred Johnson
Steele & Patricia Lipe
Jutta Luckas
Ken Moore
Doug Oberdorfer
Neil Rashba
Barney Riley
Chuck & Victoria Rylee

Upcoming Events

December 8 – TCNF Christmas Party.
[Directions](#) to Culhane's @ Tinseltown. 6pm till...

January 5 – TCNF in Starke at the [Florida International Rally Motorsports Park](#). Tour, parade lap, and lunch!
[Directions](#). We'll depart in convoy at 10:00am. Link-up point TBA.

January 11 - Cars & Coffee @ Avenues. [Click here](#) for event details.

February 2 – TCNF @ Kings Head Pub. Valentine-themed Funkhana starts at 11:30am, then lunch!

February 9th – Drive Your Triumph Day event. Starts @ 1130am. Stay tuned to Terry Sopher's emails.

March 7 – Amelia Cars & Coffee. Must pre-register early. Link up at Ferry. Time TBA.

March 15 – TCNF Technical Session 1pm @ Dr's Lake Automotive. [Directions](#).

April 5 – TCNF 1pm @ Kings Head Pub.

Revolution Rallye



TCNF held the Revolution Rallye on November 3 on a beautiful sunny and brisk Sunday morning.

The Rallye was conceived by VP Terry Sopher and his better half - Cathy Sopher. The theme of the Rallye was East Florida and the American Revolution. A total of 6 Revolutionary War historical sites were visited, including 3 battles, a British Colonial Plantation site and the grave of a Revolutionary War Soldier and Patriot, who also served in the War of 1812 & Florida's Indian Wars. The Fun Rallye was approximately 80 miles in length, on nice roads with great scenery, and took about 2 and a half hours to run. To the relief of Rallye-Masters Terry & Cathy, everyone made it to Joseph's Pizza for cold beverages and great Italian food! The Rallye participants had to follow the route instructions to the tenth of a mile and answer questions along the way. Congratulations to the winners and to everyone who participated or just came for lunch - it was a Triumphant Event! First place was Iris & Mark Lipsky in their '75 TR6, Second place was Kris & Gerry Geddings in their '75 Spitfire & Third place was Penny & Alex Levy in their '66 TR4A. Special mention goes out to Erik Klerholm who competed without a navigator!

The following weekend several (November 10) TCNF members participated in the Great Brit Dixie Rallye. Frank Eckstein, was the navigator in his friend's Morgan. Penny Levy and Iris Lipsky, and Cathy Sopher with her mom Davine rounded out the team. Cathy and her mom won one leg of the rally in the modern class.

New Member Story - Steele Lipe



My story begins in 1960 when my VW Bug Convertible blew its engine. I think it was a lemon because the only time it would go over 50 was downhill and that was nearly new, purchased in Sweden! I used it for commuting from home (La Jolla, CA) to college in San Diego. I needed a replacement and I was at that time a sports car buff, my buddies

and I were into SCCA races at Torrey Pines (Camp Callan), a deserted Army base just north of La Jolla. In fact, we all learned to drive there among the deserted streets.

I had previously looked at MGs and Sunbeams at the San Diego Imported Car dealership but what caught my eye were two British sports cars. One a Morgan 2 place red and black and a Triumph 1959 sky blue. I really wanted the Morgan as I had always liked the BMC styling of the TC, TD and the TF MGs. The problem for a 3rd year college student was how to afford one and how easily would it be to sell if I really needed to! I don't remember the price of the Morgan but I ended up purchasing the sky-blue Triumph from the Oldsmobile dealership in La Jolla who also had the Triumph line. I could afford the TR-3A as it was on sale, a 59 left over in Spring 1960. Its reduced cost to me was \$2,610.00. Now I don't remember about the registration but I drove off with it and sold the invalid 1956 VW as a rebuilt separately.

I also joined the La Jolla Sports Car Club. San Diego was a mecca for small European sporty cars and there were virtually any number of rallies every week end to participate in the San Diego and area between the San Diego and Los Angeles areas. A best friend of mine became my rally mate and I would put on sometimes 1000 miles every week touring around the Southern California area. Most of the rallies were TSD and there was a Convair engineer in an MG who built an electronic TSD machine and who monopolized the top places every week. Frequently, there was an alternative method of competition known as "Seat of the Pants" where the odometer was painted over so no calculations could be made. I had made friends with a speedometer shop and he supplied me with a Stewart-Warner Survey Meter which was a very accurate 0—60mph speedometer which I mounted in front of the windscreen on the driver's side. I got quite proficient at speed control and before I graduated from college, I was first place in the county, obviously being very lucky several times when I had gotten lost. I remember one check point I passed between 90-100 mph trying to make up time only to find I was 2 seconds off! By this time, I had 100+ rally plaques.

After college I attended Medical School in Nashville, TN and ended up driving the TR round trip about twice a year as well as several rallies there which ended up over ROUGH dirt roads and fording streams, etc. I really didn't have the time and I really didn't want to subject the TR to that kind of abuse. Through medical school, internship and residency in Anesthesiology I came several times close to selling the TR for my then wife and 3 young kids made the TR a garage queen. For the first 8 years of my medical practice I had the TR in 1000+ parts rebuilding it after having put over 250,000 miles on the till but had a problem with one cylinder's oil control ring causing it to burn oil leaving a cloud behind me like a diesel truck. While rebuilding the engine, I had taken particular pains to have everything exquisitely balance so it purred like a kitten. That is until my wife one time while I was gone had it "repaired." It no longer left a smoke screen but above 200 RPM vibrated so badly I virtually refused to drive it. I still kept it with the someday hope of getting it fixed but my practice was all time consuming until I retired, then divorced and moved back to La Jolla with Patricia, also a La Jolla child. I then had the time to pay attention to the then 40+ year old TR.

I took it to a shop specializing in TR for a paint job and an engine do over resulting in a fine-tuned machine again. The LJSCC no longer existed and the British car organizations didn't attract me so when we moved to Northern Virginia chasing my wife's children, I joined the Capital Triumph Register and participated in some of their events, I must confess not being a high point participant but an infrequent social participant. I mostly loved the touring events especially the back roads in the Blue Ridge mountains. During this time, 13 years, I rebuilt portions of the TR especially the suspension and made modifications which I thought would increase the dependability and safety of the TR and entered it in numerous gatherings of similar styled auto aficionados resulting in several awards but obviously not a Concours type vehicle.

Again, chasing my wife's children, we followed them to Florida where we now live in Ponte Vedra and have a small ranchette for my wife's two horses. The maintenance, upkeep and "improvement" of the almost water logged property is like revitalizing a "Barn Queen", it's time consuming.

Before leaving Northern Virginia, I was given information on the Triumph organization in Jacksonville but attempted on several occasions to locate the organization by web search with very little success. It wasn't until I happened one day to pass the British Pub restaurant and seeing a number of TR's that I finally made contact. After having the TR sit idle, again a garage queen, I have not yet found the time to find out why it is only

running on 3 cylinders and at that very badly. It seems to be a fuel/ignition problem which I will in the near future investigate when it cools down sometime. In the meantime, I will drive my electric Toyota Prius, 85 mpg, around as necessary. BUT I WILL GET IT RUNNING!

The Triumph TR Story



Thanks Walt Lanz for sharing. Click [video story](#) to watch this great 20 minute video!

We Remember Louise Popp - Long-Time Member

Louise Popp, 80, of St. Augustine, Florida, passed away on October 15, 2019. She was born and raised in New Jersey with her brother and sister. She met and married Gerald Popp and had five children. Louise attended secretarial school and became an expert typist. Upon moving to Jacksonville, Florida, Louise worked as a secretary at Baptist Medical Center, soon becoming Executive Assistant to the Chief of Medical staff until her retirement.

She is survived by her husband of almost 60 years, Gerald Popp; brother Gerhard (Josephine) Hiemer; children John (Lauralyn) Popp, Ann (Bryan) Berger, Catherine Popp, Joe Popp, and Thomas (Georgia) Popp; grandchildren Brandi, Erica, Mary, Robert, Michael, Elizabeth, Sam, and Wyatt; and great-grandchildren Jaysin, Talia, Corey, Izabella, Matteo, and Luke.

British Car Classic XXX1 - Kings Head Pub

This year's flagship car show for our club was held at the King Head Pub on October 19th. The Jaguar Club of North Florida organized and hosted the event. Unfortunately it started out as a rainy day but lots of folks still showed up and several braved the weather in their British cars and motorcycles. TCNF will host the event for 2020 – volunteers will be needed so let's roll up our sleeves and put on a great event.



Click [here](#) to see more photos



Other items for sale

4 Coker Red-line tires w/1800 miles for a TR6 or TR250 - \$100. Call Terry at 813 508-1243.

For Sale



1961 TR3A Andrew Howe bought the car in 2014 for \$32,500 from a friend in Cincinnati who spent about \$65K on a restoration. The engine was completely rebuilt too. A few minor issues remain. Click [dropbox](#) to see more photos of this show car. Call 904 219-9022 for details.



1972 TR6 Melody Marshall has done many replacements and updates to this car. Fan, carbs, electronic distribution, fuel tank including sending unit & hoses, master brake cylinder, radiator & hoses, plugs & wires, starter motor, & USB ports. \$18,500. Call 904 534-3915 for details.

Sold: 1968 VTR TR250



Barry and Diane Northway sold their 1968 VTR TR250.

SOLD

Regalia: Grill Badges & Shirts



\$30



Men's



Ladies

- ✓ Club Logo included on these comfy dry fit shirts
- ✓ Port Authority brand
- ✓ Currently sourcing hats

Send email to thomas4511@comcast.net with any Regalia questions. We still have grill badges and patches!

Contact Us

President: Penny Levy

Vice President: Terry Sopher

Treasurer: Norm Reimer

Secretary: Iris Lipsky

Newsletter: Paul Thomas

Check out this great stocking stuffer for your favorite TR owner. A beer koozie from [Moss Motors!](#)



Your stories, videos, articles and pictures are welcomed input for this newsletter. Thank you to all newsletter contributors. Send email to thomas4511@comcast.net.