TRIUMPH CLUB OF NORTH FLORIDA

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Triumph Club

Of North Florida

1409 Forest Ave.

Neptune Beach, Fl. 32266

2017 BRITISH CAR CLASSIC

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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 and be listed here.

Coming Events

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.

OTHERS: -

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

President's Corner

October 21st dawned bright, clear, and warm for the British Car Classic hosted by our sister club, MG Classics of Jacksonville. Although the venue was changed at the last minute it turned out to be a good way to display the cars. On a large circular drive there were parking grouping for each class and was an excellent setup for viewing and parking. There were some cars parked on streets radiating from the circle but all in all a great show. There were supposed to be two food trucks but only one showed up and it stayed busy the whole time I was there. Special thanks go out to Richard Gross, president, and his team of volunteers for a show well done.

Our road trip and picnic is Saturday, November 4th. We will meet at The Sandwichman Deli at the corner of A1A and Mickler Road at 10:30 and leave at 11:00 for a one-hour drive to Washington Oaks Gardens. If you do not want to pack a lunch you will have time to buy one from the Deli. The address of the Deli, if you want to put it into a GPS, is 1101 A1A North, Ponte Vedra Beach. Remember to wear you name badges.

More pictures from the Car Show


JFY 408


TRIUMPH
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1967 TR4A FOR SALE

Original Signal Red color. Chassis registration number matches body and engine. Frame-off, full restoration on a completely rust free body and frame in 2002. The restoration was refreshed in 2017. Car has 14,500 miles since full restoration. Rebuilt engine, rebuilt differential, rebuilt brakes, rebuilt suspension, new slave and master clutch cylinders, rebuilt generator, rebuilt radiator, new water pump and pulley, new motor mounts, replaced tan interior, wiring harness replaced, electronic ignition, high torque starter, stainless steel exhaust, repacked front wheel hubs, replaced top, new window glass, etc. (Contact me if you want a list of repairs and maintenance.)

Car is in excellent condition with no rust, and is all original with the exception of the electronic ignition, high torque starter, and tan top and interior. It has tubeless chrome wire wheels and Michelin XZX tires. All gauges work, and car does not overheat in traffic. Car was always kept in garage after restoration.

British Motor Industry Heritage Trust Certificate shows car was built on March 30, 1966, and sent to the Standard Triumph Motor Company dealer in Jacksonville, Florida.

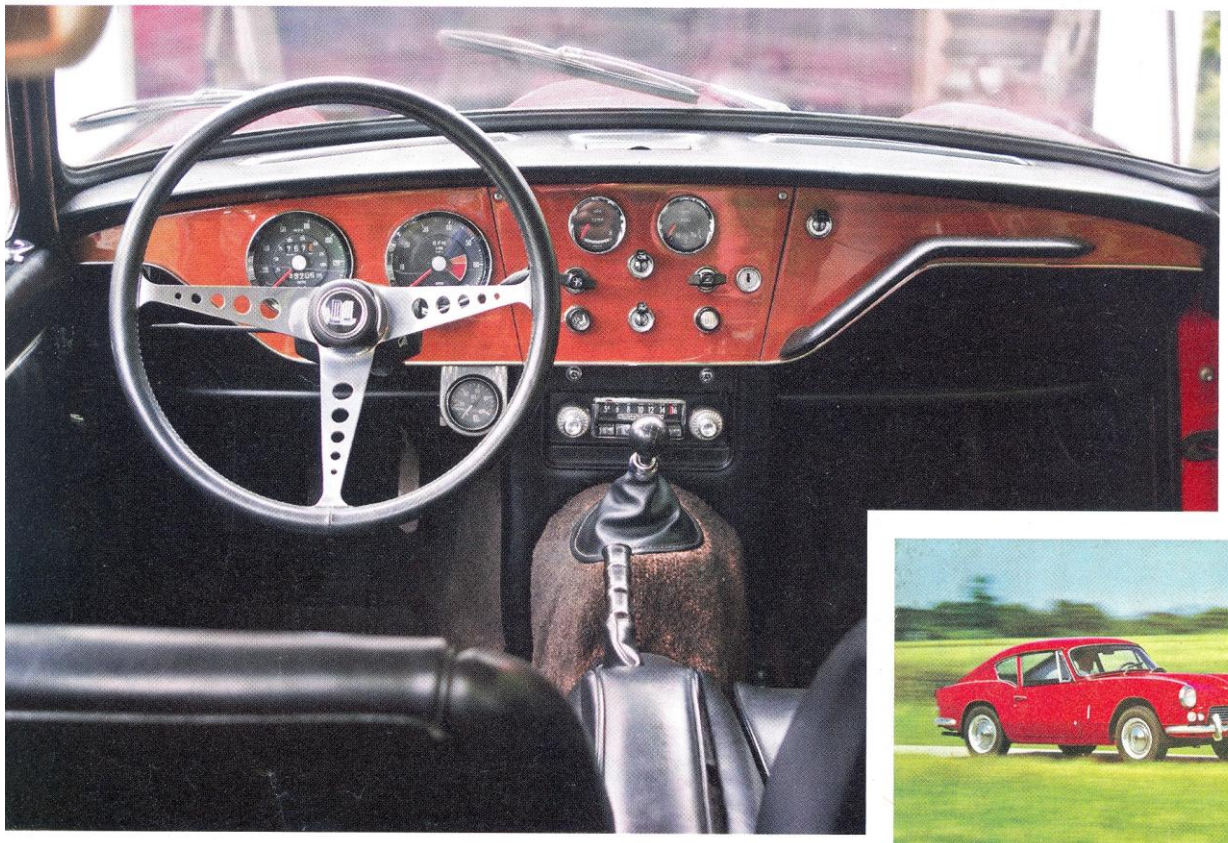
Online photo gallery - https://mgpenny.smugmug.com/1967-TR4A-For-Sale/n-vqsgMR

Price is $26,000. Car has clear Florida title.

Alex Levy
904-699-7778

1967 Triumph GT6

Wood veneer and Smiths gauges add greatly to the little Triumph's charm



Triumph GT6-Born in Le Mans

BY RICHARD LENTINELLO

PHOTOGRAPHY BY RICHARD LENTINELLO AND COURTESY OF THE MANUFACTURER

For a sports car that was considered entry level, Triumph's 1967 GT6 MKI had one of the most attractive instrument panels of any car, including way more desirable models costing two and three times as much.

In keeping with the British tradition of warm and welcoming decorative wood throughout the cabin, Triumph crafted the GT6's dashboard out of solid wood, then covered it with a veneer. Several coats of a high-gloss lacquer not only protected the thin layer of veneer, but greatly enhanced the panel's visual appeal. The top was covered with black vinyl that was padded for added protection.

To keep the driver well informed, there were four instruments, all of which were Smiths gauges. They each had white numbers on a satin black background, with a thick, polished chrome bezel. Directly ahead of the driver were a four-inch-diameter speedometer and tachometer — the speedo was placed on the left. Triumph must have been overly optimistic about the GT6's performance potential, because the speedometer had a top speed of 140 mph, which was a far cry from the car's actual recorded top speed of 106 miles per hour. At least the tach was more realistic, with its 5,500-rpm redline.

The center panel was easily removed via two chrome-plated screws for easy access to the wiring behind, and featured a pair of two-inch gauges — water temperature on the left and fuel on the right. Below were eight switches, each with matching chrome bezels. From left to right they were: wiper switch, windscreen washer, air-distribution control, master light switch, heater motor, choke, heat control, and ignition/start switch. Directly below this panel was the gearbox support panel, which housed the AM radio that featured the Triumph name.

On the far right was a switch for the interior dome lamp and a black vinyl-covered grab bar for the passenger, and on the far left, positioned below the dash, was a chrome-plated pull-out hazard warning switch. Also below the dash on either side were deep, doorless parcel shelves to hold small items such as your wallet or purse, the car's handbook and other incidental items.

Driving a sports car like the GT6, with its excellent power-to-weight ratio and fast-acting rack-and-pinion steering, is an enjoyable experience, one that is enriched by the attention-grabbing attraction of its full-width wood instrument panel. In creating the GT6, Triumph's goal was to transform the Spitfire into a fast touring GT by adding a fastback roof and a powerful six-cylinder engine, and, thanks in part to its beautiful dashboard, the GT6 exceeded all expectations.

How to Use a Multimeter, Part 3: Measuring Resistance and Verifying Continuity

by Rob Siegel //

Last week, we showed you how to use a multimeter to measure voltage—or, more accurately, to verify that voltage is present—which is the most common reason you'd grab the meter and probe around in your car's wiring. Now, we'll tackle the second-most common use of a multimeter in a car—measuring resistance and verifying continuity.

As we discussed several weeks ago, resistance is the property of an electrical conductor that opposes the flow of current. In a load device like an electric motor or a light bulb, resistance is a good thing because it is actually taking the flowing charge and turning it into something useful, like a waterwheel in a river. In most wiring itself, however, you want the resistance to be as slow as possible to let the current flow through it without impeding it.

With that said, when we talk about measuring resistance with a meter, it isn't the dynamic circuit resistance that we're measuring; it's the static resistance of a portion of the circuit.

Let me say that again in a different way. When a circuit is live, the voltage applied to the circuit, together with the total resistance of all of the components in the circuit, causes a certain amount of current to flow. You can measure the voltage and the current of a live circuit and use those figures to calculate the resistance (Ohm's Law), but you can't actually measure the resistance of a live circuit. For a number of reasons, you need to turn the power off and measure the resistance of individual pieces of the circuit. Or, to use the language we offered last week, a **resistance**measurement is taken with the circuit **unpowered**, in **series** with a **portion** of the circuit.

And, really, most of the time we're not interested in the resistance value itself anyway. Instead, we're usually interested in verifying continuity. (There are exceptions, such as testing a temperature sensor whose resistance varies with temperature, or verifying the correct resistance of a coil or a ballast resistor.)

So what is the difference between resistance and continuity? Think of it this way: Continuity is a binary version of resistance. If the resistance of the thing we're testing—the wire we want to make sure isn't broken, the connection we want to be certain actually goes to ground, the switch we want to know works—is low (like less than 1 ohm), we say that it has continuity.

Okay, let's do a resistance measurement.

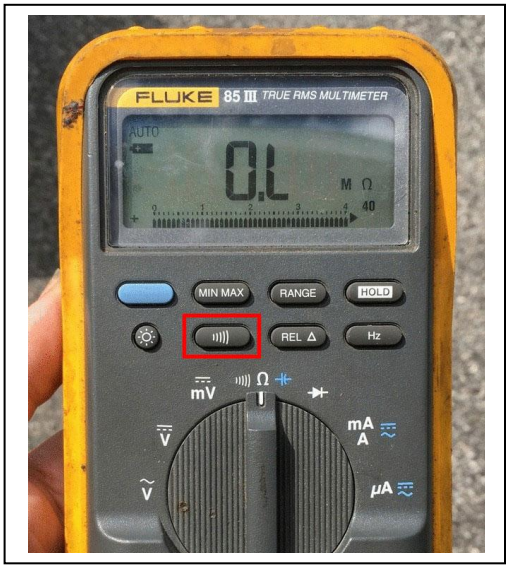
Configure the multimeter to measure resistance. There are three configuration steps:

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 labeled with the Greek Omega symbol (Ω) for resistance. It’s almost certainly also the same socket with the V for voltage. This means that you can leave the probe leads in the same sockets for the voltage and resistance measurements. You only need to change which socket the read probe lead plugs into if you need to measure current.
3. Turn the big rotary dial to the setting for resistance, which is the one with the Omega symbol (Ω). If you don’t have an autoranging meter, select the most sensitive resistance setting. It’s really not going to matter much if you’re just looking for continuity. The meter should say “OL,” which stands for “over limit,” meaning that, with the probe tips not touching, there’s an infinite amount of resistance.

A mu[illegible]n the “VΩ” socket, rotary dial

Configure the audible beep. If you’re testing continuity (and you almost always are), the “beep” is really handy, as it allows you to test without even looking at the meter. How to turn it on varies meter to meter. On some meters, it’s a separate setting on the rotary dial. On others, such as my old Fluke 85, it’s a button above the dial with a symbol that looks something like increasing sound waves or a megaphone.

The setting for the audible beep for continuity (red rectangle) varies meter to meter. On this one, it's a push button



Test the meter. Now, touch the probe tips together. The resistance reading should drop from "OL" to near zero (meaning less than an ohm), and the audible beep should sound. This is what you should see when you put the probes on something that has continuity such as an intact wire or a closed switch.

The sub-one-ohm reading indicating continuity

Turn off the power! A resistance measurement *must* be performed with the power off. The way that a meter measures resistance is that it actually puts a small current across the probes and measures the resulting voltage. The resistance reading is meaningless if there is already voltage on the thing you're measuring.

Isolate the thing whose resistance or continuity you want to test. For example, if you're measuring the resistance between the "+" and "-" terminals on a coil, take all the wires off them first. That way you can be certain that you're testing the resistance of the coil and not the wires running through the rest of the car that may be connected to other devices and to ground. If you're verifying continuity between a terminal on a device and ground, it's good practice to disconnect the wire from the device and connect the multimeter to the disconnected wire. Plus, that way, if the circuit is actually turned on without your realizing it, disconnecting the wire breaks the circuit and makes sure you get a valid resistance reading.

Here are some specific examples. The first is the one we just mentioned: Testing the resistance across an ignition coil. Note that we've removed the wires to ensure we're not getting spurious readings from the rest of the wiring in the car.

The resistance of this ignition coil is 1.3 ohms

Next, we verify that the ground wire to a headlight is actually a valid ground (that it's really connected to the body of the car, and then from there to the battery) by using the red lead to probe the ground wire on the headlight's connector, and connecting the black probe to the negative battery terminal. The sub-one-ohm reading—and the beep—indicate continuity to ground.

Verifying continuity to ground

Lastly, we use the meter to check that a switch actually works by verifying that, in the "off" setting, there's infinite resistance:

And that, in the "on" setting, there's continuity (less than one ohm resistance, and a beep):

Now, you may find it surprising to learn that just because a meter verifies continuity, that doesn't mean that the wire or the switch is capable of carrying enough current for the circuit to function. We'll learn about that next week when we talk about measuring current.

Rob Siegel has been writing the column *The Hack Mechanic*™ for BMW CCA *Roundel* Magazine for 30 years. His new book, *Ran When Parked: How I Road-Tripped a Decade-Dead BMW 2002tii a Thousand Miles Back Home, and How You Can, Too*, is available here on Amazon. In addition, he is the author of *Memoirs of a Hack Mechanic* and *The Hack Mechanic*™ *Guide to European Automotive Electrical Systems*.

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 _____

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Address_____

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Home Phone ( ) _____

Work Phone ( ) _____

Email Address _____

VTR Member? Yes ____ No____

TRA Member? Yes ____ No____

Car Information

Year Model Comm #

1._____

2._____

3._____

4._____

5._____

Please circle interest in:

Tech Sessions

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Make your $25.00 check payable to:

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Neptune Beach, Fl. 32266