

# TRIUMPH CLUB OF NORTH FLORIDA

Volume 28 Issue 7

Julv 2016

*Triumph Club*



*Of North Florida*

1409 Forest Ave.

Neptune Beach, Fl. 32266

## NEW MEMBERS, ALEX AND PENNY and a good looking TR-4A



Alex and Penny Levy joined TCNF early this spring and are already very active. See the story about their newest sports car love, their TR-4A on page 4.

Notify Norm Reimer of address changes at (904) 246-6044 or email to "suenorm@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

### President:

Charles Fenwick: (904)-505-1071 [charlesfenwick@bellsouth.net](mailto:charlesfenwick@bellsouth.net)

Acting - Lance Brazil (904) 860-6799 [lbrazil@bellsouth.net](mailto:lbrazil@bellsouth.net)

### Membership Secretary:

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

### Secretary/Treasurer:

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

### Events Coordinator:

Cam Anderson [Cam1416@gmail.com](mailto:Cam1416@gmail.com),

### Newsletter:

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

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

### Board Members at Large:

Jerry Popp (904) 287-1891 [geraldjpopp@bellsouth.net](mailto:geraldjpopp@bellsouth.net)

Walt Lanz (904) 641-4089. C-631-8395: [iaxwalt@gmail.com](mailto:iaxwalt@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 will be listed here.

## Coming Events

**July 10th** - Club Meeting -1:00 PM at Kings Head Pub

**August** - TBD - May be a short road trip and Election of Officers

**September 11th** - Club Meeting -1:00 PM at Kings Head Pub - Plan for Car Show

**October 22nd** - British Car Show at Kings Head Pub

**November 5th** - Club Meeting at Sandy Bottoms in Fernandina with trip to Ft Clinch

**December TBD** - Christmas /Holiday Party (will talk about this on 7/10)

OTHERS: Sept.16-18; Sebring Thunder VII. [www.sebringthunder.net](http://www.sebringthunder.net)

Oct. 1st: Myrtle Beach Britfest. [www.GrandStrandBritishCarClub.com](http://www.GrandStrandBritishCarClub.com)

## Nominations for TCNF President will be open July 10th

As you may know, Charles Fenwick has resigned as president of TCNF. Our club does not have a position of vice president. Charles has appointed me (Lance) to finish his term. While I am honored to serve, I do not think that all members had a voice in this decision or even knew about what happened. At the July 10<sup>th</sup> meeting at the Kings Head Pub I will open the floor at 2:00 p.m. for nominations and a vote. If you have someone you would like to serve as president or if you would like to self-nominate that will be put to a vote. The normal procedure as permitted by the bylaws for Triumph Club of North Florida is quoted below.

*“ELECTION OF BOARD OF DIRECTORS: The election of the officers of the TCNF shall take place in December. The term of officers to the Board shall be of 2 years. The election shall be of simple majority of the members of the TCNF responding to the call to vote. Nominations will be published in the December Newsletter. Our membership will vote at the December meeting of the TCNF. Absentee ballots will be available upon request. The new officers will assume their duties on January 1<sup>st</sup> of the next calendar year.” Lance Brazil*

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## THANKS TO CHARLES FENWICK

Just a quick note here to thank Charles for all he has done for TCNF over the last two years. The herding of cats (or Club members) is sometimes a difficult and thankless job, but Charles stepped up and we have had a good year of activities and while all were not as well attended as we would have hoped, there were a good number to choose from. I particularly liked the Tech Sessions and look forward to those continuing with Charles. I hope you all will join me in thanking Charles and wishing him well.

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## Note to all New Members

You may have noticed that the last two issues featured one of our new member's cars. I think this is a good way to introduce each new member to all the TCNF membership and hope you agree. To that purpose, I am asking each new member to send me pictures of their car(s) and a short story about them and their car. The state of operation or lack thereof is not important, nor is that it is original or highly modified, just that a Triumph (or parts of) is being saved.

Once this is done for all new members, then I would like to go back through the membership with a shorter article about every car in the Club, particularly those that have had significant work done as we should be celebrating our members and cars.

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**Are you on TCNF facebook?** It is up and running. Penny Levy will help those of us not FB savvy to sign up during the July 10th meeting. Bring your laptop or we will have one there to help you.

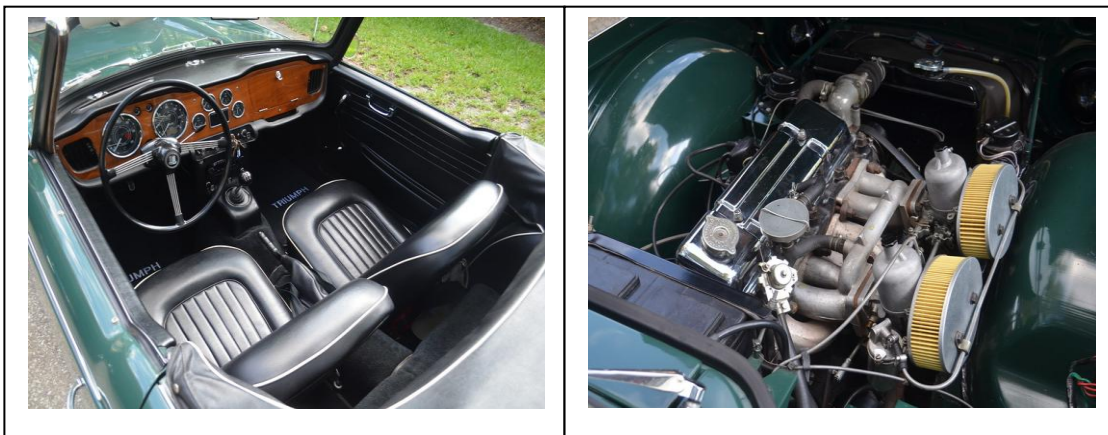
## **You Never Lose Your Love for Triumphs**

A few years ago, we decided that it would be nice to get another English sports car, a TR4A, or a TR250. Alex and I are not new to British cars, having owned two 1974 Jensen Healeys, a 1971 Jensen Interceptor, and two Jaguar E-Types, in the early years of our marriage. When he was a graduate student at UF, Alex drove a 1965 TR4A that his father, not-so-affectionately, called "Rusty". Over the years, we sold the Brits and drove more "practical" cars. But, the love of English sports cars has never died. So, we began to make the rounds of car shows in the state, and searched the internet for just the right car. We traveled to South Florida to look at a sad example of a TR4A with a broken back. Naturally, the owner thought that it was a Concours car that should command a premium price. Two years later, it's still for sale.

We never thought that we would find exactly what we were looking for within two miles of where we live. We first laid eyes on our current Brit, a 1966 Triumph TR4A, a couple of years ago when we had the opportunity to view a friend's private car collection. We oohed and aahed our way through the 30+ cars in his multimillion-dollar collection that included a 1926 Rolls Royce, 1937 Cord, an original Ford GT40, and a 1954 Mercedes Gullwing 300SL. But, the car that caught Alex's eye was the little Triumph Racing Green TR4A that sat on a lift, above what was definitely a much more expensive car – a Porsche Carrera. This car was exactly what Alex was looking for – the color, the live axle instead of IRS, and no overdrive. So, Alex asked our friend if he was willing to part with the car. The answer was, "No, I could never sell this car. It belongs to my wife, who had one when she was in college". Whenever we saw our friend, the running joke was "Are you ready to sell the Triumph?" And, the answer was always the same, "No, I could never sell this car. It belongs to my wife who had one when she was in college". Until... this past February when I received an email from our friend telling us that he was thinking about selling the car; were we still interested? He had recently talked with our mutual friends, Stan and Lily Kinmonth, members of the TCNF, who reminded him of our interest in getting a Triumph. Oh man! Life became complicated, overnight. We'd given up on finding "our" Triumph. With a 1945 Willys military jeep, and my newly repainted 2000 BMW Z3 in our 2-car garage, where were we going to keep the TR4A?! My mother came to the rescue with an offer to store the jeep in her garage. I'm not sure that she's completely thrilled with having it there. But, hey, we change her light bulbs, and do battle for her with the company that holds her termite bond. It's a good deal for all concerned.

Our TR4A is the first classic car we have owned where we know its complete history.

In January 1966, when our car was “born”, Lyndon B. Johnson was president of the United States; U.S. involvement in the Vietnam War was entering its 2nd year, with approximately 190,000 U.S. troops in South Vietnam; film star, Ronald Reagan, announced that he was going to run for governor of California; the foundation stone for the Aswan Dam in Egypt was laid; for the first time in history, the New York Stock Exchange broke the 1000 point barrier; the top song on the charts was Simon and Garfunkel’s, Sounds of Silence; gasoline was 32 cents a gallon; the average house was \$14,200; average household income was \$6,900; and, Mr. Bernard Bouvier, of 2068 Cuvillier St. in Montreal, Quebec ordered Triumph TR4A, serial #6CT63782-L from Sports Car Specialists for the grand total of \$3,093.20 Canadian. That amount included the base price of the car - \$2900, wire wheels and a “tourneau” for no charge, and tax and “license”. Given the exchange rate of the time, that was equal to US\$2877.60. Mr. Bouvier paid the balance, in full, by “cheque”. The expected delivery date was March 28, 1966. Lucky Bernard received the car two weeks earlier than promised on March 14, 1966. Mr. Bouvier, a truck driver by trade, was meticulous in the maintenance of his new Triumph. We have the receipts from the dealership for oil changes and service checks.





As the story was recounted to us, after putting only 13,896 miles on his little Triumph, Bernard Bouvier was involved in a serious accident in his truck which prevented him from ever driving, again. The car sat in climate controlled storage until June 8, 2006 when Charles R. Crook, the Vice President of Marketing for Chrysler Canada, purchased the car for \$32,000 Canadian. Mr. Crook owned the car for less than a year when our friend negotiated to buy it for his wife in January of 2007, with the caveat that the car be delivered in the United States. Weather, snow storms, and two busy people delayed delivery until April 2007. The car had around 17,000 miles on the odometer. When Alex and I bought the car in February of this year, the odometer read 18,556 original miles.



The car is a time capsule. Alex, who is a natural mechanic (he has overhauled many engines), wasted no time getting his hands greasy. The first thing he did was to check points, plugs, condenser, and air filters. We were stunned to discover that all of those items were *original to the car*! The paint, which only has a couple of dings, is all original, as is the interior. The original AM Motorola radio did not work. Alex replaced a fuse, the radio worked, smoke poured from the back, and the radio quit working. Thanks to Bill Byrd's recommendation (Bill is also a new member of TCNF), and owner of the beautiful Triumph Mayflower, we took the radio to Audio Radio Service on Philips Hwy. The owner had the parts, and skill, needed to put it back into working order. The only thing not original to the car is the gear shift knob. Somewhere in its past, the original knob was lost. Our friend found an okay replacement with a 5-speed pattern on the black knob. He marked out the 5<sup>th</sup> gear with a black marker. If we ever come across an original, we'll replace it.

In the three months since we have become the caretakers of this piece of Triumph history, Alex has tweaked the car. While we appreciated its originality, languishing in a huge collection of thoroughbreds meant that maintenance had been neglected. Moss Motors and the Roadster Factory have become our new best friends. In addition to replacing points, plugs, condenser, and air cleaners, Alex has replaced the rear mufflers, tie rod ends, upper ball joints, transmission mount, spark plug wires, distributor cap, and fan belt; he rebuilt the fuel pump, had the leaky water pump rebuilt, replaced the incorrect oil that was in the carburetor dampers (they had transmission fluid in them), replaced the transmission and engine oil, and adjusted and cleaned the carburetors. This resulted in a significant increase in performance.

Since buying the car, we have had a blast. Driving anywhere in it is guaranteed to put smiles on our faces. Just walking out in the garage and seeing the familiar shape under its car cover, makes us smile. All days are good. But, a banner day is when a package arrives from Moss, or the Roadster Factory, with more Triumph “stuff”. An even better day is when we are able to meet with our new friends with the Triumph Club of North Florida. To paraphrase Dr. Seuss, “Oh the places we will go!”



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### Frequency of Sexual Activity

The frequency of sexual activity of senior males depends on where they were born. Statistics released from Statistics Canada and The United Nations B.O.H. Team, reveal:

North American men between 60 and 70 years of age, will on average, have sex two to three times per week, (and a small number a lot more), whereas Japanese men, in exactly the same age group, will have sex only once or twice per year if they are lucky.

This has come as very upsetting news to both me and most of my buddies, as none of us had any idea we were Japanese. *Thanks Norm*



## Thanks to the MG Club for inviting TCNF members to be their guests to tour Moody's Museum

On June 11th, the MG Club held a Club tour of Moody's Museum and allowed some of TCNF members to fill in as their guests. I have been to Moody's once and it was very interesting. Of course there are the cars. A few from the very early days of autos and some that we all recall driving along side in the not too distant past. You can spend just as much time in the house /museum as there is so much to see and Moody will tell you stories of most every item there - and there are a lot of items. It is really an eclectic collection. I know there were some last minute details, but we thank the MG Club for their allowing us to join them.





## 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