



# Triumph Club of North Florida

Volume 32 Issue  
11-12

December 2020



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## Useful Links

- [TCNF Home Page](#)
- [TCNF Calendar](#)
- [Moss Motors](#)
- [The Roadster Factory](#)
- [Rimmer Brothers](#)
- [FLA CarShow Calendar - Nov](#)
- [Vintage TR Register](#)
- [Triumph Register](#)

## President's Corner

Penny Levy, TCNF President

As I write this, Alex and I are preparing for a subdued Thanksgiving. To stay safe, we are postponing our family gathering until a safer, happier time. Our daughter lives in Atlanta, and my mother is in memory care in a facility in St. Augustine. They will stay put. Not a happy solution, but the best one for our peace of mind. It is hard to believe that we've been curtailing events for over eight months while we learned as much as we could about the virus and its transmission. Now that we are wiser, we are planning some good events that will allow all members to safely participate during the prime driving months in beautiful Florida. First up is our December drive, scheduled for 6 December. We will be collecting toys for our favorite local charity, Dreams Come True. Please check out our website at [tcnf.org](http://tcnf.org) for events as we add them to our calendar.

As my presidency comes to an end at the end of 2020, I have been thinking about my two years as your president. Two years! It has gone very quickly. It has been a pleasure for me to serve you. I had some pretty big shoes to fill. Past president, Lance Brazil, continues to be a good friend and my mentor. He also continues to serve as a member at large on your Board of Directors. I have felt a great sense of responsibility to build on the legacies of Lance, and all of the presidents who served before me. My love for British cars began with my love for Alex, my husband of 40 years. When we married, his daily driver, which became my daily driver, was a 1974 Jensen Healey. He'd owned a 1965 TR4A as a geology graduate student at UF, affectionately nicknamed "Rusty" by his dad. But, I did not learn about the Triumph Experience until we became the caretakers of our current 1966 TR4A four years ago. When Alex talked about the love he had for that first 4A, I was skeptical about any car being more fun than the two Jensen Healeys, Jensen Interceptor, and two Jaguar E-Types that we have owned. With confidence, I can admit that he was right. Driving that humble little BRG Triumph is guaranteed to put a smile on my face, and lift the lowest of moods.

As I've already stated, I am so grateful to Lance Brazil's friendship and guidance. The TCNF thrived under his guidance. As one of the original TCNF members and presidents, our current treasurer, Norm Reimer and his wife, Sue, have become special friends of Alex's and mine. Norm has been a big help with advice on the ongoing restoration of our 1959 TR3A. Past Secretary Iris Lipsky set up processes that has helped all of the Board to keep you all informed. Paul Thomas is another great asset for the club. He brought his

## Business News

### 2021 Membership Dues

-Renew: \$30  
-New Member: \$35

Send membership forms and checks to Penny Levy @ 1039 Larkspur Loop, St. Johns, FL 32259.

### **New Member(s)**

Mark Ferris 1976 TR6

Jeff & Sandy Rogers 1967 TR4A

Irv & Susan Pollan 1969 TR6

Craig & Patty Blechta 1967 TR4A

Ron Titus 1967 GT6

### **Upcoming Events**

*Highlights - see website for full calendar.*

Jan 10 – Presidents Drive to Ring in the New Year

Feb 6 – Swamp Thing Drive (and Drive Your Triumph Day Event)

Mar 6 Amelia Island Concours Cars & Coffee

Mar 7 – Kings Head, 1pm

Events may change due to COVID-19.

organizational skills to his two roles, that of newsletter editor, and Earl of Regalia. Last, but not least, is VP/Event Coordinator Terry Sopher. He and his wife, Cathy, have provided some amazing events for us. He was unanimously approved as the TCNF president for the next two years. It is with great confidence that I pass the position of president on to him. I look forward to helping him in his new role.

At the time of this writing, we still have two positions to fill on the Board – Secretary and VP/Event Coordinator, and we are looking for nominations/volunteers. Don't be intimidated. Everyone on the Board will work with you. Our secretary needs to take notes at meetings and draft the minutes. Eventually, he/she will need to update our member roster, which is on Google Sheets, an online Excel spreadsheet. The VP/Event Coordinator will need to notify members of upcoming events, and make sure that the events, which are set by the Board, have someone to lead it. In addition to those Board positions, we need a website coordinator. Our site is created using Wix, a website building site. Currently, Paul Thomas and I (more Paul than me) are updating the site. We need someone who can do more. If you are familiar with Wix, or willing to learn, please let me know.

Cheers!

## The Fall TR Driving Challenge - *revised rules*

There is still time to participate in the Fall TR Driving Challenge. It's pretty easy. Do the 10 things below and take a picture of the two of you (at least you and your car) and send them to [thomas4511@comcast.net](mailto:thomas4511@comcast.net). While there are prizes, a great reason for this activity is to get the cars and club visible in the community. Several of the other clubs often write articles about trying to stoke some interest in these wonderful cars for the generations behind us. This is one way to do that. Have fun!



*TR Driving Challenge*

A challenge to drive your British car more! Visit each of the locations between now and December 31<sup>st</sup>, 2020 in a drive not associated with any car club event. You may do this with a few club members. Take a picture of you and your car at the location and at the end of the year, submit your pictures to [thomas4511@comcast.net](mailto:thomas4511@comcast.net). Have some fun and share your driving adventures!

1. Your favorite Microbrewery. (1 point; 2 points if you have a pint in your hand)
2. Historic landmark. Must be officially historic, not just old. (1 point)
3. A photo with you and your mechanic. Can be a club member. (1 point)
4. Someplace you've never driven to before. Going to a Target you've never been to before won't earn max points, if any. (2 points)
5. Ice cream shop. (1 point; 2 points if you have a kid 16 or under sitting in it)
6. Entrance to a state park. (1 point)
7. At a junk yard. (1 point)
8. Creative picture of you and your car, with background/location or whatever of your choice. Avoid driveway shots – they aren't creative. (3 points)
9. Beach or lake picture. No ponds or drainage ditches. ☺ (1 point)
10. At your local parts store, maybe the one you use the most. (1 point; 2 points if you get an employee in the picture with you)

*Who's in? Let's drive and have fun!*  
*Prizes for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> to be  
awarded in January!*

Mecum Magazine

TCNF featured in November Issue

by Hailey Schulte



*This is very cool. Our club is featured in the current issue of Mecum's on-line magazine. With their permission, and full credit to Hailey Schulte, I have included the article in it's entirety in this edition of our Newsletter. This [link](#) takes you to the on-line article so you can bookmark it or share with others that have an interest in old British Triumphs. Enjoy!*

In an effort to unite owners of Triumph sports cars across northern Florida, the conception of The Triumph Club of North Florida (TCNF) took place in the year 1981. The club as it exists now was reborn in 1988 when Bob Pace, Bob Pilling and Matt Rund came together to revive the worthy cause. Since its seven-year hiatus and reinvention, the club has only prospered, with some of the original members still serving as active participants today.



Currently resting at about 44 members, the club has maintained steady momentum, with each member possessing a deep intrigue centered on British automobiles, especially those of the Triumph name. Most members' cars are TR3s, TR4s, TR6s and Spitfires that range from model years 1955 to 1981. Although the Acclaim was the last known Triumph automobile released in 1981, to club President Penny Levy's knowledge, the organization has never been gifted with the presence of one.





With a focus on creating a social environment and cultivating a place to discuss British automobiles, the TCNF is open to any person ready to fill out the membership form and submit dues. Members participate in annual events such as car shows, rallies, driving events and more. The TCNF works in tandem with other North Florida groups—such as MG Classics, Jaguar and Austin Healey clubs—to co-host events such as driving tours that end with car-loving group picnics in local parks. Triumph Club of North Florida members can also be spotted gathering at events such as the British Car Classic, a car show that brings in more than 100 vehicles each year. Scheduled to be held at the King’s Head British Pub, the event is set to return once again for 2021. Other affairs include the TR Driving Challenge, which is a newly developed physical distancing opportunity, and many members participate in the Amelia Island Concours d’Elegance Cars & Coffee event as well.



The Triumph Club of North Florida is about more than just camaraderie; it is also about participation and involvement. Every member is encouraged to personally partake in car-related and club-related events, but even more importantly, they are also encouraged to give back to their communities. Over the years, TCNF has supported

charities and organizations such as the Save a Child Foundation, St. Andrews Lighthouse and Second Harvest Food Bank, to name only a few. From nonprofit hospitality houses to food pantries and educational, instructive foundations, the TCNF supports them all. Rooted deeply within its mission, the Triumph Club of North Florida is adamant about philanthropy.



The club is full of members like Penny Levy, who value compassion while harboring a deep desire for great collector cars. Her car journey started at 12 years of age when her father let her drive through the backroads of Wyoming, and her passion only proliferated from there. She and her husband went on to own vehicles such as a Jensen Interceptor, a 2019 VW GTI Autobahn and a 1959 TR3A, which is currently near the end of a frame-off, Concours quality restoration. Whether daily drivers or collectible classics, all cars are embraced by the TCNF; as long as there is an admiration for British beauties, new members are always welcome.



Along with the monthly newsletter, available online to any interested party, members of the TCNF are also given a subscription to Classic Motorsports Magazine. With a

dedication to the Triumph namesake and philanthropic efforts, the Triumph Club of North Florida is ready to embrace new members as they plan to host more events, shows and rallies in the future. For more information, event details and opportunities, visit TCNF.org.

[Membership Form - New and Renewing Members \(or click this link to view form\)](#)

## The Triumph Club of North Florida

*"The Driving and Social Club for All Models of Triumph Automobiles and Other British Makes Associated with Triumph!"*

**Triumph Range:** TR2, TR3, TR3A, TR3B, TR4, TR4A, TR250, TR5, TR6, TR7, TR8; Spitfire, GT6 & others, as well as Morgan, TVR, Amphicar and really anyone with a British Car!

**Meetings:** The TCNF meets on the first Sunday each month at the Kings Head Pub at 6460 US Highway 1N, Saint Augustine, FL. Occasionally we will change the monthly meeting to a new location or combine it with one of our driving events.

**Driving Events:** We organize and participate in Tours, Rallies, Classic Car Shows & more! We hold an annual Holiday Party, too! In cooler months, we have multiple events to take advantage of great driving weather!

**Club Area:** We are family friendly, and have a range of generations in the club, with members from as far south as DeLeon Springs and as far north as Brunswick, GA.

**How do I join?** Fill out the application below and send your check made out to TCNF to Penny Levy, 1039 Larkspur Loop, St. Johns, FL 32259. Dues are \$35 for new members (includes spouse, and covers the cost of name badges), and \$30 for renewals. Your dues include a subscription to Classic Motorsports magazine.

Name(s): \_\_\_\_\_

Name(s) on Badges: \_\_\_\_\_

Email(s): \_\_\_\_\_

Phone Number(s): \_\_\_\_\_

Address: \_\_\_\_\_

Triumph Model: \_\_\_\_\_ Year: \_\_\_\_\_

Triumph Model \_\_\_\_\_ Year: \_\_\_\_\_

Member VTR? \_\_\_\_\_ Member TRA? \_\_\_\_\_

Types of Activities You Would Like to Participate in (Check all that apply): \_\_\_\_\_ Meetings: \_\_\_\_\_ Socials: \_\_\_\_\_

Tours: \_\_\_\_\_ Car Shows: \_\_\_\_\_ Cars & Coffee: \_\_\_\_\_ Tech Sessions: \_\_\_\_\_ Rallies: \_\_\_\_\_ Autocross: \_\_\_\_\_

Trivia: \_\_\_\_\_ Gymkhannas/Funkhannas: \_\_\_\_\_ Autojumbles/Swap Meets: \_\_\_\_\_ Racing: \_\_\_\_\_

**Questions?** Contact: President, Penny Levy - [levy.penny@gmail.com](mailto:levy.penny@gmail.com) – or –  
Vice President, Terry Sopher - [terrysopher@gmail.com](mailto:terrysopher@gmail.com)



## Holiday Drive and Fundraiser for *Dreams Come True* - by Paul Thomas

It was a cool, but not cold, Sunday afternoon in north Florida. 11 cars and 17 participants met at the Gate station in Jacksonville on Heckscher Drive, near the JEA Northside Generating Station. There were some new members, existing members and a few guests and spouses. A great group. Before departing there was a quick Christmas themed contest for best dressed or decorated vehicle. Lance Brazil came dressed with his Christmas hat and suspenders, quite festive, and placed 3<sup>rd</sup>. Penny and Alex finished 2<sup>nd</sup> with Rudolph the red TR4A. Inge and I placed 1<sup>st</sup> with a bow on the grill, Christmas ribbons trailing out of the trunk, sorry boot, and a few Christmas decorations adorned inside the 3A. Congratulations to all.

After a quick briefing by Terry Sopher, we set off at about 1:30pm. Everyone made it up there but no trip is complete without some trouble. One of the 3As had clutch trouble but fortunately it was able to hobble to Gregor MacGregors, our meeting spot in Fernandina Beach, and then home again with no towing service required. Anyway, we were joined by three other British cars on the way up, Jags and a MG. Once at our destination, we were met by three more members of the Jag and MG clubs, and even a former TCNF member. It was nice to see so many people enjoying their British cars. Due to COVID, a few folks came for the drive only and felt more comfortable returning to Jacksonville right away, some folks grabbed a beverage on the outdoor patio, and a few got some lunch at several of the nearby restaurants. Because of the cooler temperatures, shorter days, and the longer drive home for others, folks began to make their way home around at 4pm.

It has been quite some time since we met as a group. For this newsletter editor, it was brilliant to see so many of you even though we couldn't shake hands or I saw only half of your face. This outdoor patio and driving event was a success! Hope we can do another one soon ... as soon as my clutch is fixed!!





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## A Tale from Amelia Concours d'Elegance - by Walt Lanz

Several years ago my grandson and I went to the Amelia Island Concours d'Elegance, "The Amelia". We saw and discussed many, many fascinating cars.

One that left an impression with me was the Benz 200 hp, owned by Mercedes-Benz. It looked just like the Indy racing cars made at the turn of the 20<sup>th</sup> century seen in old movies. What a humongous engine, and it sounded great!.

Carl (or Karl) Benz – 1844-1929 Engineer, designer, with a desire to build luxury automobiles in the early 20<sup>th</sup> century. Gottlieb Daimler – 1834-1900 Engineer, designer, inventor, competitor to Carl Benz. Frederick Richard Simms – reserved marketing rights for the entire British Empire of Daimler engines in 1890, and purchased the patents in 1895. (So much automobile history, perhaps for future articles)

This is about Carl Benz and the Benz 200.

Around 1905 Benz returned the company to economic prosperity with their luxury cars, and worldwide notoriety with their record setting racing vehicles.

Carl Benz wanted to achieve the world land speed record of over 200 km/h (124.27 mp/h). The company built the Benz 200, based on their racing car, but with a more powerful engine. The car set speed records all over Europe, but was limited by the length and width of the circuits needed.

The car was shipped to the U.S., and renamed "Lightning Benz". Barney Oldfield broke the existing world speed record, in 1910, by reaching 211.91 km/h (131.67 mp/h) at Daytona Beach, Florida. On April 23<sup>rd</sup>, 1911 Bob Burman drove the, now named "Blitzen Benz", to a new world speed record of 225.65 km/h (140.21 mp/h) at Daytona Beach. Setting the time over a measured mile, in both directions, as required by the newly established Association International des Automobile Clubs Reconnus (AIACR).

A world land speed record that was not broken for 8 years until 1919. A speed, more than twice as fast as an airplane, and breaking the rail-speed record set in 1903, it was faster than Glenn Curtiss's unofficial absolute speed record, land, sea or air, set in 1907 on his V-8 motorcycle.

The car was a roadster, front engine, 4 cylinder, rear-wheel dual-chain drive, 4 speed manual shift. The largest automobile engine ever built before or since.

The engine was **21.5 L (5.3L/cyl)**, or 21,504 cubic centimeters, or 1,312.3 cubic inches, 110 in wheelbase, 63 in wide, 189.8 in length, 50.4 in tall, 3,196 lb weight, 200 Hp @ 1600 rpm.

TR3, TR4-2.0L 4cyl, TR6 2.5L 6cyl.

So much fun.

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## A Travel Tale from the Charleston Car Show and Pensacola British Car Festival - by Lance Brazil

In October, and I don't recall the year exactly, the four of us, Graham, Janett, Gloria, and I all went to the Charleston cars shows.

Before we started our trip Graham had made arrangements to borrow a spare tire from another TR3 owner, Tim Lynch, since he was unsure about his own spare. We met Tim in Yulee and it took us about an hour to get the tire out of his boot since it was wedged in and inflated to the max and there was no room on the sides to get a good grip on the tread. Before we came home we looped a strap around the tire so that it would be easier to get it out.

While Graham and I stayed at the car show, Gloria and Janett went to explore the market area and just do the tourist things. Later that evening we all went out to dinner at a nice restaurant. I had baked scallops, probably the best and largest I have ever eaten.

A year or two later Graham and I caravanned west along US 90 to Pensacola, Florida to the British Car Festival. On the way out there I heard a loud screech from the front end several times. When we finally made it to the motel we went to the *Meet and Greet* and met several nice people thanks to Graham's gregarious nature. Later we diagnosed the problem on my car as a seized outer bearing on the driver's side wheel. Checking around, we found that O'Reilley's Auto Parts had a replacement in Mobile and could have it in the local store the next day.

Saturday morning found us in the parking lot to replace the bearing. It would not come off. In no time at all we had all the help we needed with lots of suggestions and one man even came up with a hammer-type bearing puller but we still could not get it off. We missed the show other than to walk through the field and look at the other cars. There were three Spitfires there that were absolutely perfect. They had come to the show together and apparently worked on their cars all the time.

After walking around the field we walked about three blocks from the park to *McGuire's Irish Pub*. We ordered lunch and Graham specified that his beer not be in a frosted mug and just straight out of the tapper; still liked his beer warm.

The next day we started home and we decided I would lead so if anything happened Graham would be there to help. Every time I hit a bump, I was afraid the front wheel would fall off. I kept my eyes glued to the rear view mirror to make sure we stayed together. About two hours into the trip I looked up and Graham was not behind me. I did a quick U-turn and found him about a mile back on the side of the road. His generator light had come on and he pulled over; broken fan belt. When we looked under

the bonnet the generator was still spinning.

Graham had a spare belt and we started the process of replacing it. It was not an easy job because there were several bars and whatever that we had to thread it over and around from underneath the car. It was getting really hot and I almost got us each a cold beer from my cooler. I'm glad I didn't because a county deputy pulled in behind the cars and left her flashing lights on for safety and protection from passing vehicles until we finished the job. When we finally finished we drove on the next town and had lunch at a little local restaurant.

The rest of the trip was uneventful and I took my car to the English Garage the next day. From that day on I have always made sure my wheel bearings are well packed with grease.

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## Humor





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Regalia: Hats, Grill Badges, and Shirts - *contact Paul Thomas*



### Contact Us

President: Penny Levy

Vice President: Terry Sopher

Treasurer: Norm Reimer

Secretary: Open  
(please consider volunteering)

Newsletter: Paul Thomas

Contact me to pick up your hat. I live very near the St. John's Towncenter so if you are ever in the area give me a ring. I'm still working from home most days. *Any new member interested in club items, we have extra shirts, hats and grill badges.*

*Your stories, videos, articles and pictures are welcomed input for this newsletter. Thank you to all newsletter contributors. Send email to [thomas4511@comcast.net](mailto:thomas4511@comcast.net).*