

TRIUMPH CLUB OF NORTH FLORIDA

Volume 30 Issue 3

March 2018

Triumph Club



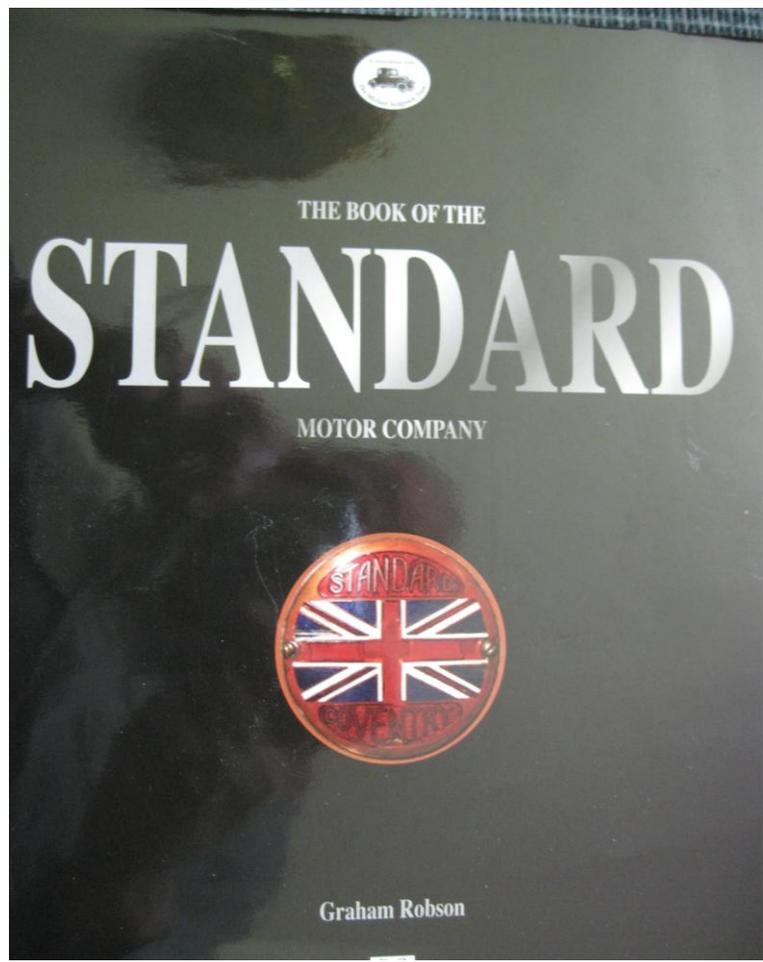
Of North Florida

1409 Forest Ave.

Neptune Beach, Fl. 32266

Triumph Club is about cars, friendship and our history

(see page 8)



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.

Club Officers

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Walt Lanz (904) 641-4089, C-631-8395; jaxwalt@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 can be listed here.

Coming Events

April 7th - First Sprint BCC Outing; Drive and picnic; Ribault Club at Kingsly Plantation at 11:00 am for tour and pictures, lunch at 12:30 pm.

May 19th. Celebrate the Royal Wedding. Due to time differences the wedding will be over by the time we wake up. King's Head British Pub. 1:00 PM, Saturday

May 26th. Boot Sale (sale of no longer needed items for your British Car.) Pub

June 2nd - Visit to Ft Clinch, Fernandina (details to follow)

July 7th - Club Meeting at Kings Head Pub; 1:00 PM, Saturday

Aug. 5th - Club Meeting at Kings Head Pub; 1:00 PM, Sunday

Oct. 20th - British Car Classic, Mark XXX - hosted by TCNF

OTHERS:

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

Myrtle Beach Britfest 2018" Car Show, Oct. 6, 2018

President's Corner

Spring is officially here and it is time to get our cars out on the road. Saturday, April 7 will be the Spring Drive and Picnic with the Jaguar, MG, Triumph, and Austin Healey clubs joining for a fun day.

There is an explanation of *the British Car Classics of North Florida* located later in the newsletter. Thanks to our friends at the Jaguar Club for a great details. Below are links to the other clubs in the British Car Classis of North Florida. Lance Brazil

<https://www.jccnf.org/>

<https://www.mgclassics.org/>

<http://www.sjahc.com/Main%20page.htm>

The British Car Clubs of North Florida.

(BCCNF)



What is the British Car Clubs of North Florida? It is a quasi-official extension to four of the foremost classic car clubs in North Florida; the Jaguar Car Club of North Florida (JCCNF), MG Classics of Jacksonville (MG Classics), The Triumph Club of North Florida (TCNF), and the St. Johns Austin-Healey Club (SJAHC), representing the Jaguar, MG, Triumph, and Austin-Healey classic British Car Marques.

The leadership of each of these clubs has agreed that it will be in the interest of their club members, to organize events from time to time, that are organized for the enjoyment of the members of all four clubs, and the owners of all British Cars in addition to the four primary Marques cited above, under the umbrella of BCCNF.

For a number of years MG Classics, and TCNF have organized an annual British Classic Car Show, welcoming all British car owners to enter. This car show series has been a huge success, and 2018 will see the thirtieth edition of this event. Based on this success, and interest in this annual event, it has been agreed by the leadership of the four clubs, that additional events under the banner "British Car Clubs of North Florida", should be added to the North Florida Car Show events calendar.

The first in the new series kicks off on Saturday, April 7, 2018, under the heading of the "British Car Clubs of North Florida Spring Drive and Picnic", all British Cars will be welcome to join the event, from Antique Classics through the latest Sports Editions.

Inaugural British Car Club Outing - April 7th

The joint effort of the 4 British car clubs has set a BCC drive & picnic spring outing on Saturday, April 7th (14th backup). The outing will be held at the Ribault Club and Kingsley Plantation on Fort George Island. This event will be the **1st British Car Club Spring Outing** and we would like for you to be a part of it and the history of the BCC gathering.

Your car may wish to travel alone if you choose to or to join other British cars in a caravan as a special gathering experience. Three or more designated gathering sites are being selected to join up for a caravan to Fort George Island SP. If your car is not road worthy @ this time, you are still truly invited to join in the caravan and the picnic. We hope this event will want you and your car to get back on the road and enjoy the pride of driving a British car.

The event and details of times & places to meet will be listed on the "MG Classics of Jacksonville" web site. Your club may also have the same info. Please RSVP if you are planning for the outing. Please indicate year, type of car, how many people, and which departing site you would be joining if you are going with a caravan. If you know of someone else that is not a British car member of a club, please invite them to join in on the fun and drive (grab an extra sub sandwich).

The picnic is for you to bring your own food & drinks (no alcohol). A few members from each club will be asked to volunteer to make some desserts. We are planning on most of the caravans to arrive @ 11:00 at the Ribault Club House for a BCC history group picture at 11:30 (Please be prompt). We will then travel approx. one mile to the Kingsley Plantation for lunch @ 12:30. After lunch, members will be on their own to mingle, kick tires or enjoy the various sites of Kingsley Plantation NP. Please wear your name badges and bring a blanket or folding chairs. There are no picnic tables, but there are some park benches for extra seating.

The planning members are hoping that you & your British car get out for a spring break and enjoy seeing other folks & cars as well.

RSVP to: Richard Gross, krgross.gross@gmail.com

HEADS UP - Gas Pump Rip Off

I ALWAYS check the first gallon before pumping more – simply to MATCH the PRICE (advertised) against the ONE gallon pumped into my car.

I "caught" a SHELL station (here in Mesa, Arizona) that had the price 12 cents per gallon HIGHER than the advertised price on the pump AND the sign out front.

I called the local Department of Agriculture (weights and measures division) from my cell phone and they shut them down. Might want to check your pumps too.

UNISYN

by Brian Fitzgerald

Unisyn. I've had a couple of these. I lent my first one to a "Friend" who just wanted to "borrow" it for a little while. That was over 20 years ago. So I bought another.



I bought this one from Moss, I think it was around \$25.

For those unfamiliar with this device, it is used to measure the airflow through a carburetor during the carburetor synchronization process.

You put the Unisyn over the mouth of the carb, and tighten the disc in the center [the thing with the bumps on it] until the red ball in the tube rises. You then go back and forth between the carbs adjusting the throttle until the airflow is even between them. Easy right?

Usually is, except for one small issue. Every time I put this thing over a carburetor and adjusted the little ball, it would choke the engine to the point of stalling if I didn't remove it. Kind of defeats the point of having a carb synchronizer if it stalls the engine when you use it. I searched some British Car forums and found this to be a fairly common issue.

I used this particular Unisyn on a TD, MGB, TR3, and GT6 and it stalled them all. So I knew it wasn't the cars. Had to be the tool.



As you can see, there's a screw on the side of the tool. When removed, you can remove the tube. There are 2 washers and a spring under that screw so keep track of the order they're in.



Here I've removed the tube and you can see the groove machined in the stub and one of the two holes drilled into the stub. What you can't see is the stainless steel ball bearing that is INSIDE the stub. There is not spring or other return device on that bearing, so it is free to obstruct the airflow through the Unisyn anytime you actually try to use it.

My contention is that the ball bearing was to help keep the tube aligned and during assembly it wound up pressed into the air passage. I tried to remove it with a pick, but got nowhere. So I broke out the drill.

I drilled the hole oversize until the ball bearing fell out. Don't drill the end with the threads in it. I then put the Unisyn back together and tried it on the aforementioned TD and MGB.

Success. The engines no longer stall while using the Unisyn and I was able to adjust the height of the red ball in the Unisyn to where I wanted.

Thanks to Brian for the above article. Your newsletter needs your input, from travels to mechanical repairs and stories from your past Triumphs. Members can help you with what you want to say and show - just let us know.



STANDARD MOTOR COMPANY - the beginning

The cover this month is also the cover of a book about the Standard Motor Company by Graham Robinson, so it is a history from the beginning of our Triumph Mark. Every couple of months I will summarize a chapter or two, but I may not get permission to use pictures - still waiting on that. I have hear many times that the Triumph motor was first a tractor motor, but that is not true - it was the other way round.

Oh yea, those of you who are /were teachers - I do not invite your grading my "book reports", but do welcome suggestions for improvement. It would be nice if some of you offered to do a chapter as that will be price for getting to borrow this book.

Standard cars were built from 1903 to 1963. And a few models were still being built in India till 1987. Standard absorbed Triumph in 1944 and post WWII, Triumph became the dominate the business in the 60's on. This book is a good read and while no book could cover all aspects, there are many insights into how and why things were done.

First Chapter will be covered next month. Steve A

KIDS on HOW TO DECIDE WHO TO MARRY

- **WHAT IS THE RIGHT AGE TO GET MARRIED?**
Twenty-three is the best age because you know the person FOREVER by then. -- Camille, age 10
- **HOW CAN A STRANGER TELL IF TWO PEOPLE ARE MARRIED?**
You might have to guess, based on whether they seem to be yelling at the same kids. -- Derrick, age 8
- **WHAT DO MOST PEOPLE DO ON A DATE?**
-Dates are for having fun, and people should use them to get to know each other. Even boys have something to say if you listen long enough. --Lynnette, age 8
- **IS IT BETTER TO BE SINGLE OR MARRIED?**
It's better for girls to be single but not for boys. Boys need someone to clean up after them. --Anita, age 9 (How True)

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

T-S-D Rallyes Races

VTR Member? Yes _____ No _____

Make your \$25.00 check payable to:

TRA Member? Yes _____ No _____

Triumph Club of North Florida,
c/o Norm Reimer,
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Neptune Beach, Fl. 32266