

# TRIUMPH CLUB OF NORTH FLORIDA

Volume 27 Issue 9

Sept. 2015

Triumph Club



12036 Royal Fern Lane.

Jacksonville, Fl. 32223

Triumph World can be purchased at Barnes and Noble. Notice the fine looking gentleman in the bottom left corner?



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**DISCOVERING THE APPEAL OF TRIUMPH'S MAYFLOWER**

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)

### 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 [geraldjpoppp@bellsouth.net](mailto:geraldjpoppp@bellsouth.net)

Walt Lanz (904) 641-4089, C-631-8395; [jaxwalt@gmail.com](mailto:jaxwalt@gmail.com)

## Member Help Groups

### Wiring Problems

Charles Fenwick

Lance Brazil

### Polishes, Waxes, Finishes

Lance Brazil

If you would like to volunteer to help other members with problems on their cars, let us know and you can be listed here.

### Our resource for vintage

### Triumph racing

Don Marshall

## Coming Events

### **September 8, 2015** – Monthly meeting, Fernandina Beach @

Sandy Bottoms -Time is 7:00 PM. 2910 Atlantic Avenue, Fernandina Beach,

Amelia Island, FL 32034; [+1 904-310-6904](tel:+19043106904)

<http://www.sandybottomsamelia.com/ordereze/default.aspx#> =

### **October 3, 2015** - First Coast Car Club Show.

See -<http://www.carcouncil.org/upcoming-events>

**October 4, 2015** - 1 PM, Club meeting at Kings Head British Pub

### **October 10, 2015** – British Classics Car Show, Green Cove Springs

Downtown Festival - POC MG Club

**October 12th -thru 30th** - Gun Range (date by request). See page \_7, Aug.

Newsletter.

**November - TBD** - Club meeting and Movie Night at Kings Head Pub

**December 6th** - 1PM, Club Meeting at Kings Head Pub



# SPIT & POLISH

Lance Brazil's 1980 Spitfire is definitely a keeper – he's owned it since 1986 and has diligently restored the Triumph to a point where it really needs little else apart from routine maintenance and the opportunity to get out and make the most of Florida's benevolent climes.

Words and pictures: Andy Willsheer

The Triumph bug started for Lance in Columbus, Ohio, where he lived some years ago – he had a 1977 Spitfire that was used mainly in the warmer months, since he needed something a little more practical for other times. After moving to Birmingham, Alabama, he was driving past a used car dealer's lot when he happened to notice the car he now owns sitting at the back of the forecourt. He stopped, gave the Spitfire a closer look and then went into the sales office. 'I asked the price and the guy said it was \$3995. This seemed a little high and so I offered him \$2000. That was swiftly accepted and the paperwork duly completed. It wasn't in the best shape, there was a large dent in the back, some awful looking striping had been put on the bodywork and the hood looked something like a dried river bed. But I figured it could all be cleaned up over time. I later

drove it home (a distance of 20 miles) holding the factory hardtop in place with one hand because it wasn't bolted down! Oh well...

One of the first jobs was to fit a modern Allison electronic ignition, with various other mechanical tasks being undertaken as time and funds permitted. Exhaust headers were already in situ, as was a Weber 32/36 DGV carburettor in place of the standard Zenith Stromberg. This, and the fact there was evidence of a rollover bar being fitted in the past, led Lance to believe the car could well have been raced at some time in its life.

In 1993 Lance moved to Florida, the Spitfire being trucked in the same removals wagon as the household goods – but not before the obligatory insurance form had been filled in noting the automobile's every existing defect. Lance said the list ran to four pages, since every scratch, knock or whatever had to be shown in order to satisfy the carrier's

indemnity requirements.

Once settled in his current Duval County abode, Lance was able to carry on updating the low-slung sports car, including stripping it fully in preparation for a much needed repaint. But when he rolled up at the paint shop to collect it after the respray, he noticed there were several patches of the dreaded orange peel adorning the finished article. The establishment duly offered to lower the bill by some \$500, along with a promise to send someone round to his home to buff out the offending blemishes. But when the gentleman in question rolled up, he reckoned the finish needed more than machine buffing. Thus the Spitfire was duly returned to McCormick Body & Paint where Lance believes it was likely wet-sanded in order to produce the desired perfectly smooth appearance to the Brooklands Green hue. Suffice to say that after taking such pains, the revitalised



This Spitfire shows the result of very careful attention to detail. The interior has added luxury from the custom retain and a burn-in dash, the engine has been carefully updated and the chassis is painted body colour. It all makes for a very personal statement, and there is a very personal number plate, too.



patentwork has been well maintained over the missing decade and currently looks in pristine order, complemented by the application of silver wire and decals. These embellishments are the final doctor – fawn, gold and white striping have all been used over the years to adorn this Spitfire.

Pedal-mounted black rubber bumpers with built-in overriders may not offer the synthetic appeal of the chromed counterparts fitted to earlier models, but with acute application of periphery aftermarker primer and protective top-coating at least they don't look overly obsolete. Also on the subject of appearance, the standard silver-coloured painted steel nuts replace with heavy strip and mounting Bando P155/80R13 rubber – 'These nuts were the closest profile I could find to the original,' Lance noted – have proved to be just the ticket for contact with the road, even though the slight variation

from the assembly-line standard profile means the speedometer readings just a wee bit inaccurate. This peccadillo is no great shakes, and the owner may well have the spoked re-calibrated at some time in the future.

With the engine compartment being easily accessible thanks to the model's up-and-forward-hinged bonnet/wing assembly, Lance has spent many hours sitting on the wheels and working on components in need of care, repair or replacement. Another appeal has been taken into consideration when fitting an abundance of chrome and wearless steel nuts, bolts and screws in place of selected standard hardware. The frame was owner-painted while the original 1995cc engine was away being fitted at 2013 at The English Garage in Jacksonville (the I-type overhead unit was rebuilt in 1997, following which, incidentally, at the time of the photoshoot a mere 261 miles had been added to the odometer reading. >>

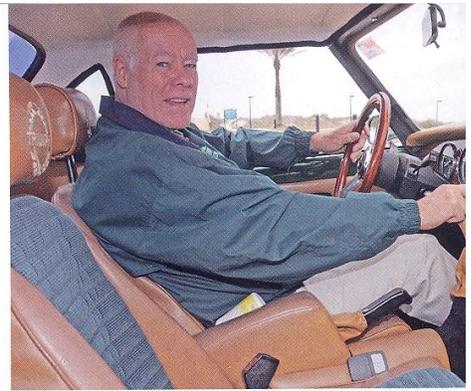
## SPITFIRE 1500



Spare wheel cover's been given the Triumph touch.



Triple air horns make sure the little Spitfire is heard.



Lance has taken his Spit from Alabama to Florida.

of 113,000. The reciprocating mass was also fully balanced and there's now an uprated Canley camshaft activating the valves. With cylinder head skimming bumping the compression ratio up to 9.5:1 from the standard 7.5:1, it's fair to say the peppy powerplant ensures the car is more than capable of keeping pace with freeway traffic, leaving a throaty note in its wake thanks to the installation of a Monza exhaust system procured from Phoenix-based PaceSetter Performance Products.

The Lucas alternator has been discarded in favour of a General Motors counterpart, the front end suspension has benefited from fitment of replacement bushes and Rustoleum protection on the A-arms, and there's now a

quick-ratio steering rack in situ. The radiator was re-cored a couple of years back – 'I didn't really like the standard yellow colour of the fan blades, hence they're repainted in black' – Lance also adding a custom touch in the form of triple air horns that stridently announce the car's presence when appropriate.

Interior enhancement takes the form of re-trimming undertaken by Sargent Upholstery – 'The seats were in pretty rough condition when I bought the car but I'm pleased with the appearance they have now,' – that comfortably combines tan vinyl with green cloth inserts. The headrests have the Triumph logo sewn in, as does the spare wheel cover, all being the work of The Embroidery Hut in Hilliard, FL. There's a replacement dash made

by a furniture restorer using burlled elm in place of the standard lighter wood that, along with an aftermarket Grant wood-rim steering wheel, add an arboreal touch of class to the cabin which also sports new carpeting on the floor and part way up the door panels.

1980 marked the end of the Spitfire – manufacturing had been intended to carry on until 1982, but when the company realised that increasingly stringent Californian emission regulations could not be satisfactorily met by the existing powerplant and with the Golden State accounting for roughly half of the model's sales it was economically unsound to continue production, the cessation date was brought forward. Being from the final year of production makes this Spitfire extra special and retiree Lance has no intention of parting company with his end-of-the-line model anytime in the near future, enjoying as he does taking it to sundry shows and events in the company of wife Gloria. It even bears the personalised registration T LANCE (his forename is Thomas, though he's better known by his middle name, hence the choice of an all-letters plate).

Lance ended our interview by saying: 'I guess when I'm gone my four daughters will have to argue among themselves to see who inherits the car! My daily driver is a Toyota Highlander, which may be practical but doesn't quite have the same fun quotient as the Triumph.' Readers will no doubt agree. 📷



Impact absorbing bumpers are effective, but not beautiful.



## ANOTHER TCNF member gets famous

Lance and his Spitfire join international celebrity via "Triumph World" magazine.

Here is Lance's story of our members getting their stories to the Triumph World reporter, Andy Willsheer.

The gentleman who called (Andy Willsheer) asked me to round up several Triumphs for an article he was planning called *Triumphs of North Florida*. He drove up from Daytona Beach where he was visiting friends. I was able to round up four Triumphs: Stan Kinmonth's TR6, Barry Northway's TR250, Tony Cascio's TR4A, and my Spitfire. We met at a Shell Petrol station in Jacksonville Beach and then caravanned to Latham Plaza. My Spitfire was first and I thought he would shoot a dozen pictures or so. Not even close, He must have shot 70-80 pictures. I was parked on the sidewalk of Latham Plaza and, luckily, the local constabulary did not come by until we were finished.

For each car he wanted a different background so Barry's car was shot in front of the Jax Beach courthouse. Then we moved down in front of Joe's Crab Shack for Stan. The local police asked us about parking in the turn around and when we told him what we were doing he said go ahead just don't block traffic. For each of us the photographer wanted a moving shot and he stood on the wall of the roundabout and had Stan drive in circles until he got the shot he wanted. Stan said if he had to go around the roundabout one more time he would have "tossed his cookies."

We then moved on to the end of one of the avenues in front of condos to shoot Tony's car. Each car was taking about 2 hours and it was getting late in the evening. Andy then wanted to record an interview with each car owner. Since Tony had the longest drive, we all decided to let him go first so he could get home before dark, Lucas electrics, you know.

Each interview was recorded on a handheld digital recorder. Andy covered everything about each car and my interview was last. So far, Stan's TR6, Barry's TR250, and my Spitfire have appeared in the magazine. In the *In the Next Issue* section, it says Tony's TR4A will be in the October/November issue. I bought all the issues of the magazine in Jacksonville that featured my car; all three of them!

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**Q- What was the first Official White House car?**



**A: A 1909 White Steamer, ordered by President Taft.**

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## **Small World**

Recently I was having some minor upholstery work done on my Spitfire at Sargent's Upholstery in Jacksonville. As I was paying the invoice, the owner mentioned how his company had gone to computerized invoices and how his father, the previous owner, had such precise clear handwriting. He then reached up and pulled an old invoice he kept taped to the wall as a reminder of his father. He showed me the invoice, dated in the year 2000 with my name and for the original upholstery work on my Spitfire. Small world, isn't it?

Lance Brazil

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## **President' Corner**

The MG Club has announce the time and location of the British Car Show. It's in Green Cove Springs on 10 October 2015. Not only is the car show a great event for us to attend, but it's the beginning of the driving season without the heat and the rain. The First Coast Car Council has asked member clubs to donate 10 door prizes for their 29th annual car show, Saturday, October 3 at Trout Creek Fish Camp. I would like to give the MG club half of whatever we get for their car show providing they are having door prizes. I will be collecting donations at the next meeting. So this is a chance to get rid of the can of paint, tool or the 10th free tape measure from Harbor Freight you have!

I have been working the last few months getting my son's Spitfire ready for the show. (Its about time my son and I enter a car.) The car was in bad need of new paint but I discovered the body was not worth the paint. That said, you cannot hurt the value of a car. Thus choose to re-create an early Triumph advertisement of a Mark III spitfire with camouflage paint simulating a WWII Spitfire aircraft. (Later Triumph used a yellow Spitfire with a WWII Spitfire in the same picture with the slogan " A Car, A Girl And A Piece of History" What was wrong with the Camouflage spitfire picture was it was not de-chromed, the colors were off, and lack of detail. (Black is a camouflage color, chrome is not). Triumph failed to use the last years when the car was made with black plastic bumpers and trim for an advertisement of the car in cameo.

I am using a 1979 Spitfire with a 1940 Battle of Britain Spitfire paint scheme. (There were several paint schemes used on a Spitfire, depending on its mission type or location (fighter, day or night, photo recon, Far East, Africa, Mediterranean) Not only was there constant changing paint schemes on the aircraft but the roundels kept changing. The correct roundel for a Battle of Britain Spitfire was an A1 (yellow outer band) which I hope to locate a set for the doors out of the UK.. The latest snag, cannot get the windshield back in, (cut the seal and just ordered another one and plastic stick tools (tech article to follow). Will also have to deal with it sitting for 3 months.

The car show is only 6 weeks away, so let's get ready to show off our Triumphs again!

Charles L. Fenwick

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## Do you know this car?



Answer next month. Picture from The Vintage Triumph Register

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## FIRST COAST CAR COUNCIL SHOW

Last year there were over 400 cars registered, and so many spectators the Sheriff dept came to complain about the snarled traffic on SR-13 - they were reminded that the Car council had called / emailed / and visited the Sheriff Dept to warn them and seek support. The Porsche club is sponsoring two deputies to aid in traffic control for this year's event. this year.

As in the past, the Council will allow the MG and Triumph clubs to combine forces if they wish, to pre-register a group of 10 or more, for which the Council will set aside reserved parking. Otherwise, parking is open. Plan B would be to muster somewhere close but off site, then convoy and arrive together.

Registration will be based on a system the Clay County Cruizers use for their show - when show cars arrive, they will pull up and either pay or have their name checked off as pre-registered, and then given BOTH HALVES of the door prize ticket and told to go park. Once the car is parked, the driver will then return ON FOOT to the pavilion where the registration is to (1) complete any paperwork, get the windshield card, etc, and (2 - most important) place one half of the door prize ticket in the can for the drawings throughout the day.

NOTE - if a club opts for the pre-registration reserved parking option, that club MUST ensure at least one member arrives early - way early - to provide security for your reserved site. I was there early last year and had to run off a group of Chevys from our adjoining areas (British and Military vehicles). I was also trying to guard neighboring reserved plots, but the clubs should provide their own "guard".

Stan & Liliana Kinmonth

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## **Sorting the odd bits**

### 1. [Sewable Upholstery Trims and Clips](#)

*Trim-Lok, Inc.*

[Upholstery trim](#) and [J-clips](#) are manufactured out of sewable non-break material. Fabric can be sewn to these parts and used to keep the material tight to the seat frame once in place. Trim-Lok trims and clips are universal and are suitable for use on most vehicle makes and models.

### 2. [Vibration Isolation Product Selection App](#)

*ACE Controls Inc.*

If you're looking for an App for vibration measurements or analysis via FFT (Fast Fourier Transformation), the "[VibroChecker](#)" from [ACE Controls Inc.](#) — the globally recognized specialists for industrial damping technology — can quickly and simply measure vibrations on machines and components within a frequency range up to 50 Hz.

### 3. [Coating Cars with New Cross-linker](#)

A new bio-based isocyanate cross-linker is designed for automotive polyurethane paint applications. The [thermolatent hardener](#) features 70% carbon content from biomass and, thanks to a 30% faster cure time, will provide a cost-effective alternative to conventional two-component polyurethane coatings.

## **TRIUMPH BIKE - Land Speed Record**

Triumph motorcycle racer, Guy Martin, will drive the Rocket III Streamliner in a new land speed record attempt at the Bonneville salt flats in late August. The current record is 376.363 mph (605.697 km/h). The UK last held this record 45 years ago.

See: <http://www.gizmag.com/triumph-guy-martin-land-speed-record-bonneville/38455/>

## 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 \_\_\_\_\_

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