

# TRIUMPH CLUB OF NORTH FLORIDA

Volume 28 Issue 9

September 2016

*Triumph Club*



*Of North Florida*

1409 Forest Ave.

Neptune Beach, FL 32266

## IT'S ALIVE

**Tech Session participants witness resuscitation of Charles' Spit**

**Wayne administers vital fluids while Charles checks that the heart is firing with all values**



See Pictures on Tech Session on page 4. Person on right is Charles neighbor Don Rupp. [British Car Show flyer on page 10](#)

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:

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### Membership Secretary:

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### Secretary/Treasurer:

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

### Events Coordinator:

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

### Board Members at Large:

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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

### 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

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

**October 2nd** - Club Meeting -Final Prep for Car Show at Kings Head Pub

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

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

**December 10th** - Holiday Party Culhane's Irish Pub in Atlantic Beach 6:00 p.m.

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

**Oct. 1st - Cruisin' to the Creek 2016, 30th Annual Car and**

**Truck Show.** Swap Meet and Festival presented by the [First Coast Car Council, Inc.](http://www.firstcoastcouncil.com)!

All proceeds benefit the [Ronald McDonald House Charities of Jacksonville, Inc.](http://www.ronaldmcdonaldhouse.org)! \$25 Car Pre-Registration, After September 24 it's \$30. This is a rain or shine show! FREE to the public/spectators! Registration is 8am -10am-Judging starts at 10:30am

## President's Corner

Greetings to all Triumph and other LBC club members,

Our August event was lunch at Lulu's Waterfront Grill. We had 16 members in attendance and all of the food was delicious and was a good showing with three Triumphs being driven.

As we slowly ease into cooler fall weather (thank Goodness) it is time to get our cars out on the road. Letting an antique car sit idle is never a good thing; gaskets dry out; wheel bearings develop flat spots; gas loses its potency, etc. So let's get them out on the road. Would someone like to plan a driving event? We are still in need of an event planner.

Sunday, September 11, 2016 will be our regular meeting at the King's Head British Pub in St. Augustine. This is also our planning session for the upcoming British Car Show. We are going to need volunteers for such things as registration, parking, vote counting, and awards presentation to name a few. Norm Reimer is the main point of contact for this event and he will be there for any questions. Remember: you don't have to be an expert to volunteer, your club needs you.

Final note: we need items for door prizes. If you have new or gently used Triumph parts or automotive items please donate them at the pub meeting or the morning of the car show. Actually anything that would be a fun prize would be good. Thanks

## Lance Brazil

Can you guess the year and name of this Triumph on 2 wheels?  
Answer is next month's issue.





## TECH SESSION - SUCCESS

On August 20th, Charles held another Tech Session. This one repaired and installed the left front suspension for the Spitfire and yes there was a lot of banging going on to remove then install new races. Charles had already done a lot of the prep work so we didn't have to work too hard and had time for a couple of beers and very good pizza. It wasn't even too hot, so you missed a good one. The pictures tell the tale. Oh, if you haven't been able to make one let Steve A or Charles F know what days are best and we will do our best to work it out. Attending were Charles Fenwick, Charles Fenwick, III, Wayne Snook, Roy Carr, and Steve Arrington.



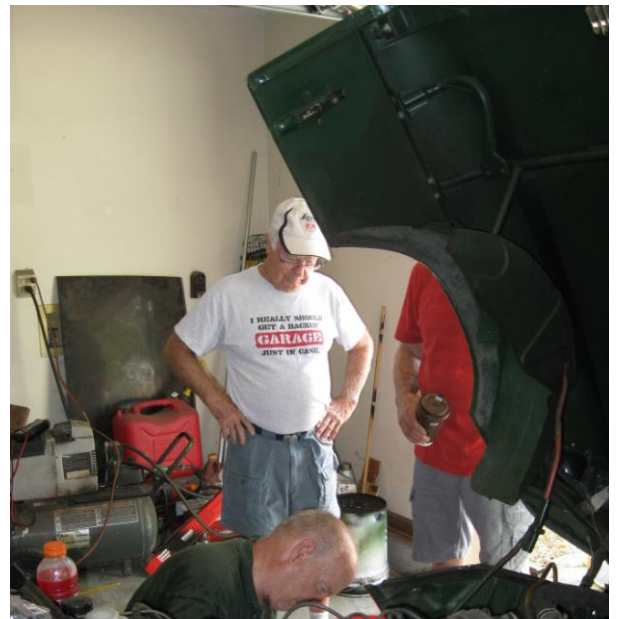
Keeping it clean. Grease on the rotor is not good.



You have to use the Right Hand screwdriver Steve



Roy Carr is thinking "... I can get the screwdriver through all the holes, so why won't the bolt fit".



Based on Wayne's shirt, looks like this might be a good "backup" garage and Charles already has the tools.



Is it "Come on seven" or "I know that washer goes somewhere" Charles and Roy are assembling the washers for the trunnion.



Charles installing the trunnion - almost done



Steve slides the hub on - got the easiest job.



Charles installing the brake calipers and done.

Background for those of you that did not attend the pass tech sessions, the engine and transmission were taken apart and rebuilt. The engine came back to life within 2 seconds of turning the key, runs fine, needing only minor adjustments to the carbs (The carbs came out of a junkyard in the UK). The transmission which was pieced together from two transmissions and shifts like it was new. Just like to thank all those who came to the event the pass year. We all learned a lot. Charles Fenwick

2. Thanks Charles

When asked by a young patrol officer, "Do you know you were speeding?"

The 83-year-old woman talked herself out of a ticket by stating .....

"Yes, but....I had to get there before I forgot where I was going."

***Makes perfectly good sense to me.***

# Oil – as I see it

By Old Fuddy Duddy

This is meant to be a summary of some of what I have learned, or think I have learned, and/or read over the years about oil. This is for general information only. If you want specifics for your project, I suggest you look it up. Information can be found on the internet at many locations. If you don't have internet access, I suggest you talk to the young fellow next door for assistance.

I am not an expert, not a mechanic, not an engineer, not a scientist, most of my work has been done in the shade of the big oak tree out back, **you have been warned.**

When our cars were built the clearances between metal parts in the engine were very close, but not tight, so there was a little, what I call, slop. As the parts moved or turned there was some rubbing of metal against metal. There needed to be some way to slow down the wear and tear. Metal against metal without something to make it slick is not a good thing. So minerals were added to oil, some of which are referred to as Zinc Dialkyl-Dithio-Phosphate, or ZDDP, and some people just say zinc.

These minerals were designed to be crushed between the moving metal parts to make them slippery so the wear was reduced. After a while the oil would contain less and less of these minerals, so when you started running low you change the oil, thus replenishing your supply of these necessary minerals.

Because of strict emission control by the EPA the ZDDP was being removed from almost all of the oils, beginning in 1988.

Most of the oil you find in the big box or auto parts stores does not contain any ZDDP. There are a few that do. Some older car owners have started using motorcycle engine oil, or single grade racing oil, some of which do contain ZDDP. When you browse the web, or look up the oils, or oil history, you will find that every few years the oil is reformulated to new specifications, each time, I think, containing less and less mineral content, and more additives for tight, or very close, clearances, and no ZDDP. When you look at the viscosity, or weight, as they call it, of our oil, a higher number is thicker than the lower numbers, so 20-50, which is normal for lbs's, is a lot heavier than say 5-30 that we run in the new cars, and the contents, or ingredients, are a lot different.

Is ZDDP important? For the older cars, I would say yes. Would I add something else that was supposed to contain or replace those minerals? No, not yet, I use the best oil I can find of the recommended viscosity for the car that I drive. When the time comes I will use an alternative, but be careful, too much ZDDP is just as bad as no ZDDP.

Detergent and non-detergent oil. Briefly, non-detergent oil for older engines allowed the impurities to settle inside the block, on the walls, and bottom, the resulting buildup was referred to as sludge. Some of the cars had a magnet attached to the oil drain plug to trap (collect) the metal filings. This was one way to find out if you were starting to have engine problems. Detergent oils kept the impurities in suspension to be removed by the improved "full flow" oil filters. I don't even know if you can find a non-detergent oil anymore, perhaps at a vintage car web shop.

Oil categories for gas engines, the labels on the container have the API seal with letters. If it is listed as current, the newer category contains the specifications of the older category, however if it's marked as obsolete, the newer category DOES NOT necessarily meet the same specifications.

<u>Category</u>	<u>Status</u>	<u>Brief desc.</u>
SA	Obsolete	Plain oil, no additives, for engines older than 1931
SB	Obsolete	for engines prior to 1952
SC	Obsolete	for engines prior to 1968
SD	Obsolete	for engines prior to 1972
SE	Obsolete	for engines prior to 1980
SF	Obsolete	for engines prior to 1989 – started removing or eliminating ZDDP
SG	Obsolete	for engines prior to 1994
SH	Obsolete	for engines prior to 1997
SJ	Current	for engines prior to 2002
SL	Current	for engines prior to 2005
SM	Current	for engines prior to 2011
SN	Current	Introduced in 2010, has more stuff in it, approved for E85

## When to change your oil

We were told to change the oil every 3000 miles of city driving, or supposedly every 5000 miles of highway driving, or every 3 months. Why so often? First the engine needs more of those disposable minerals mentioned above, and the gasses that build up inside the engine also add to the degradation of the oil making it less and less effective. Airplane engines have a clock on them, and you have to change the oil after so many hours of engine run time, our cars don't have a run time clock, so we have to guess, and that guess, somebody somewhere came up with, is 3000 miles, or 3 months. When you put the oil in it looks translucent, brown and slick, when you drain it, after 3000 miles, it's black and sticky, yuck! And don't forget the filter, it's probably full of that black, sticky stuff as well. That's all the impurities, exhaust gasses, and maybe some real fine metal filings.

Since most of the cars are not driven that often, or that many miles, I did say most, I would change my oil and filter once or twice a year. Remember all those times at the stoplight, or waiting for the draw bridge to come back down, or the train to pass, car is getting hot, engine is getting hot, you're getting hot. Maybe keep a note pad in the glove box, make notes of your drive, keep tabs on your car.

Enjoy driving your older cars as often as possible.

(You have to guess who is "Old Fuddy Duddy")



## Storm Safeguarding Tips for Car Folks

(from article /email by Haggerty)

Have an evacuation plan to move your vehicles to higher ground if there's time.

Reinforce your garage door by installing temporary braces with wooden two-by-fours.

Anchor heavy objects such as fuel tanks, compressor, generator, or tool boxes to garage walls so if the water level rises they won't float into your vehicles.

Clear garage shelves of heavy objects that might fall on your vehicle.

Cover your car when it's being stored to help protect it from flying debris.

Disconnect car batteries to avoid electrical system damage.

Store cars facing the garage doors should you have to evacuate them quickly. Non-running cars should not block those that run.

Ensure the yard or surrounding area is free of objects that could be blown into the garage door (i.e. patio furniture, lawn ornaments, bicycles, etc.).

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## TCNF has a lulu at Lulu's

We had sixteen members at Lulu's by the Intercoastal Waterway in August for our meeting. While it was not too hot we did get a little rain at end of meeting. Everyone said the food was very good, but service was - well strange and bills were handed out to whoever was next - weather it was your or not. Like I said, strange. Didn't stop us from having a good time and nice to watch the boats go by too and feel the breeze through the screens.





□



Attending were: Sue and Norm Reimer, Charles Fenwick, III and Charles Fenwick, Gerry and Louise Popp, Penny and Alex Levy, Lily and Stan Kenmonth, Gloria and Lance Brazil, Barry and Diane Northway, and Steve Arrington





**BRITISH CAR CLASSIC MARK XXVIII**  
October 22, 2016

Kings Head British Pub\* 6460 U.S. Highway 1 \*St. Augustine, Florida




**EARLY REGISTRATION**  
On or Before October 1, 2016  
\$25 for First Vehicle, \$15 for Each Additional Vehicle  
Early Registrants receive one free T-Shirt  
Additional T-Shirts are \$10 each




**REGISTRATION**  
\$30 for First Vehicle, \$20 for Each Additional Vehicle  
All Registrants after October 1, 2016 may purchase one T-Shirt for only \$5.00  
Additional T-Shirts are \$10 each




**Vendor Registration—\$30**  
All Vendors MUST have a Vendor Registration

Make checks payable to:  
**Triumph Club of North Florida**  
Mail to:




## Times Union features Triumph TR-6

In the Drive section of the August 27th edition of the Times Union newspaper on page 3, there is an article about a TR-6 for the Team Amelia. Shown were three pictures of Bill Warner's TR-6 No. 44 during the race being held in Monterey Ca. At this time, I have not heard back from the TU about copying the article, so to see it you will need to go on line to [www.jacksonville.com](http://www.jacksonville.com) and search for the story and pictures. The race was described as a "living museum" due to the historic cars running. Warner finished in 10th place out of 41 drivers. The 1971 car was campaigned by Bob Tullius and driven then by actor Paul Newman.

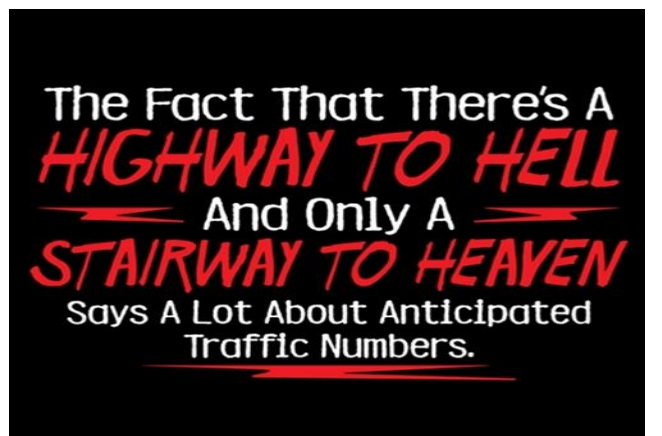
Take a look at this when you can as we don't get to see many shots of TRs in current news.

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### JUST FOR FUN



You know it's HOT when



## 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. \_\_\_\_\_

Home Phone (    ) \_\_\_\_\_

5. \_\_\_\_\_

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