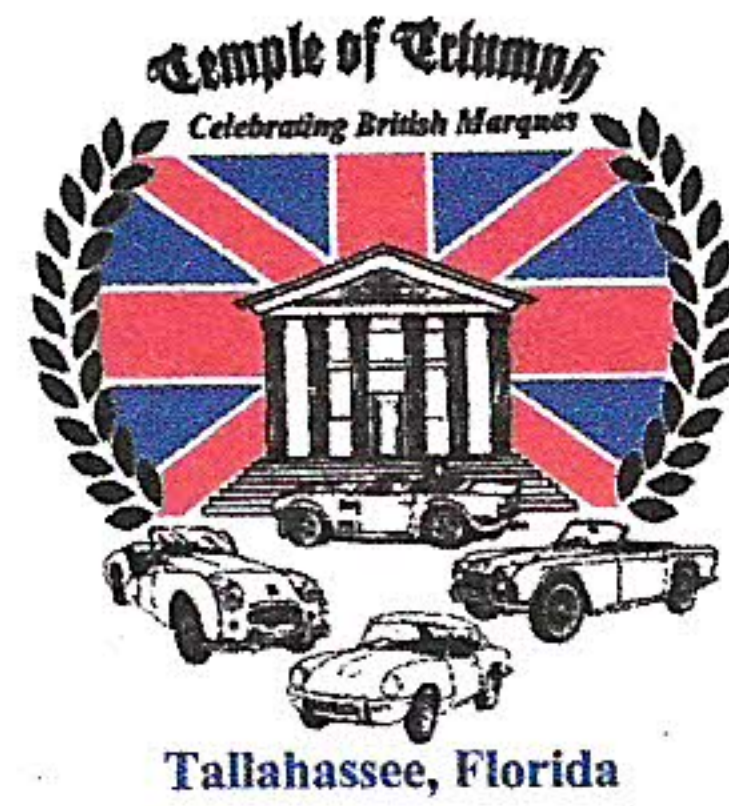


January
January 7, 2011

Chapter of the
[Vintage Triumph Register](http://www.vtr.org)
Website:<http://www.vtr.org>



[Temple of Triumph](http://www.TempleofTriumph.org)
Tallahassee, Florida
website: <http://www.TempleofTriumph.org>

Temple Tablet

Next Meeting, Holiday Party at Dean & Dianne's House, 4:00 PM, Saturday, January 22, 2011

9080 Old Chemonie Rd. Tallahassee, FL – (Old Chemonie Road is on
the right, off Centerville Road going north toward Miccosukee)
see Dean's Map

Dirty Santa Gifts \$15 max, A-E desserts, F-K sides, L-Z salads or
snacks

SUs verses Strombergs and Why Not?

On the subject of fuel and its effect on carburetors in our cars, I don't know if you have noticed, gasoline is not improving in "quality." In fact our current available gasoline is 10% ethanol and I have read reports that it is going to become 15% ethanol soon. Andre has been talking to me about the strombergs on his TR6 and the rubber seals are leaking again. They are supposed to be the kind of seals that withstand the erosive effects of ethanol but they haven't for him.

I was talking to a Rimmer Brothers representative at the last VTR meeting at Jekyll Island, Georgia about the dilemma with gasoline in the US. He stated flatly, "he did not like SU carburetors." Well, I do not have a personal affection for one carburetor over another but I do have an affection for Triumphs. I do not have a reasonable explanation for this affection but it has steadily increased as time has passed. Go figure. I really do want them to run as smoothly as possible.

Anyway SU carburetors do not have rubber seals. They were originally on Triumphs and were removed only when MG forced the change. It might be time to glance back in time and look at the SU as a possible solution for our current problem. I know, I know, originality is an issue but let's talk about the survival of our unreasonable fascination with old "antique" sports cars and the fact that standing on the side of the road in the hot Florida sun is no picnic.

Blair Engle has been working on and improving (slightly) SU carburetors for some time now. He is offering some reasons for using SUs. Incidentally these reasons are ones he has improved on himself I give you Blair Engle. David Knopf

