



# Buckeye Triumphs Newsletter

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## BT Social / Business Event – The Roadster Factory – Summer Party

The BT Social and Business event for August will be the Roadster Factory Summer Party, August 9<sup>th</sup> through the 12<sup>th</sup>.

Thursday, August 9	
8:00 AM	Meet at the McDonald's located at the intersection of Route 79 and Interstate 70 south of Newark, OH - Blast off at 8:30 AM
Noon	Lunch at "Clems" - On 22 just West of TRF (pass the napkins)

If you don't do anything else this summer, you should attend The Roadster Factory Summer Party 2001, "a Safari of British Cars". Charles Runyan has invited a few thousand of his closest friends to his place in Armagh, PA for a full weekend of camping, drag racing, autocross, TSD rallye, gymkhana, mountain tours, valve cover racing, a Saturday night party and ending with a huge all British car show in nearby Indiana, PA on Sunday. Most BT diehards will be camping together on the Runyan farm "Polo Field". BT "lightweights" can stay in various local motels. Charles has encouraged participants to camp and dress in typical British safari style, so dust off that pith helmet and pack your wicker furniture. If you have questions or your want to join in on the Thursday morning caravan, please call John Huddy at (614) 846-2321 or email him at [jhuddy@columbus.rr.com](mailto:jhuddy@columbus.rr.com).

Ron Fowler adds these details:

TRF SUMMER PARTY 2001 - August 9-12, Armagh, PA

Buckeye Triumph members are planning a cookout for Friday evening at TRF Summer Party - Mrs. Hartley, Mrs. Huddy, Mrs. Clough, Mrs. Fowler, and Mr. Miles have planned quite the menu!

I'm basically in charge of grilling a case of McD's quarter pounders - the rest of the meal is up to them - so it should be even better! From the last discussion, I believe that they are going to be asking for donations of \$5 to cover costs or bring a food/beverage item to donate to the cause.

For anyone interested in attending, please contact me at [tr8@msn.com](mailto:tr8@msn.com) to help us plan for the feast. (We've thought of asking to use some of Charles' china and linen but....) Please bring folding chairs!

Again, as per Bruce Clough's invitation to anyone that wants to stop by the Buckeye Triumph campsite to join us for dinner at TRF - welcome!

Also, Bruce recently accepted the position of VTR Wedge Consultant. Great chance to meet Late TR Man in person! (Editor's note: I think that is Late TR **Guy** Ron...)

Thursday, August 9th, 5 p.m.

As a result of our BT cookout on Friday evening - wedge owners will not be able to attend the TR8 Car Club of America's evening out in Indiana, PA that evening. However, TR8CCA has planned a practice run to the Grapevine Restaurant in Indiana, PA, on Thursday night. I currently have reservations for 11 BT members (including 3 kids) for 5 p.m. on August 9th. (Cloughs, Hartleys, Huddys, Fowlers) Anyone else want to be added to the reservation list? Please let me know and I'll contact the restaurant. Check out their web site at: <http://www.thegvine.com/index.shtml>

## British Car Day - 2001

Join a caravan of Buckeye Triumph members as we travel to the British Car Day 2001 located in Dayton Ohio.

Saturday, August 4, 2001 9 am - 4 pm



Eastwood MetroPark, Harshman Rd. Dayton, OH

We will meet at the McDonalds on the North side of Rome-Hilliard Road (first exit west of 270 on I-70)

We leave at 8:15 **sharp**

Directions: (in case you miss the caravan): Take I-70 West, and exit Route 4 South to the Harshman Rd. exit turn LEFT onto Harshman and proceed to second traffic light (entrance to Eastwood MetroParks) Turn Right, Follow park road to end.

Questions? - Skip Peterson, Chairman. (937) 293-2819 or [MGBSkip@aol.com](mailto:MGBSkip@aol.com) or Randy Wakefield, Registration, [D2zzzspeedy@cs.com](mailto:D2zzzspeedy@cs.com)

*Editor's Note: Ryan and I have been to this show for the past 3 years, it's in a wooded park and they usually have a good turnout. We hope to see you there!*

### Editor's Corner

July started out on a fun note @ the Len Immke Show. The weather was spectacular for the Friday night "Cruise In" and pretty iffy for the day on Saturday. Lots of cars to look at. Bill Blake sent a few photos:



He loves this picture of the 49 Triumph. Bill sent a few extra photos from a trip out west – seems that he saw some interesting car shots. Seems you can find TR's anywhere.



Last month I told the story of the 2 TR250's that we went to get in Michigan. Well, it happened again. Look what found their way back to our house:

Why do these things always come in pairs? Not shown in the picture that the red one had an original surrey top and an overdrive (yum). Ryan had to promise his mother to stop looking for cars on the Internet. Every time that we tell people about the new cars everyone keeps saying the name "Fowler". I can't figure it out. ☺ Well – we should be set for projects for quite some time.

Our July "Chicken Run was fun. The day was warm but we were moving! Here is a shot to remember:



Attending members included:

- Murry and Jacqueline Mercier (TR6)
- Terry Graham and Charlie Bruce (Spitfire)
- Bill and Marilee Seegers (TR6)
- Roy and Linda Gay (TR7)
- Ryan Miles (TR6)
- Jim Washburn / Kim Gilbert (TR6)
- John and Becky Hartley TR3)
- Bruce Miles / Don Miles (TR6)
- Ron and Brenda Fowler, Aubry and Nate (Ford)
- Nelson and Marianne Riedel (TR6)

Thanks to all of you for attending our event. I think that everyone enjoyed the roads.

I'm ready for TRF's summer party. This will be Ryan's first big trip with his 6. I know he can't wait to see all of the friends that we have met in years past.

One final administrative note. We're putting the newsletter on the Web at the same time that we mail the newsletter. If you are OK with getting the newsletter electronically, please send me an email @ [bmiles@intinfo.com](mailto:bmiles@intinfo.com) and I will mark you accordingly.

Lots of good articles this month. Happy reading!

See you in Armagh!

**Bruce Miles** [bmiles@INTInfo.com](mailto:bmiles@INTInfo.com)

Next Newsletter Article Deadline – August 25th, 2001

## **July Event / Meeting Minutes**

The months meeting was held on July 7 at the Len Immke Arthritis Foundation Car Show. The meeting was brought to order by President Bob Mains.

The July event will be hosted by Bruce Miles. He will take us through some back roads in Licking County and then end up at Clark's Family Restaurant. This should be a very good driving event. Don't forget to bring your radios.

There will be a caravan to the Roadster Factory. Ron Fowler will be sitting up the time where to meet. There will be a cook-out on Friday night hosted by Alice Clough, Brenda Fowler and Becky Hartley. If anyone is interested in joining the Friday nite dinner, let them know.

The August event will be the British Car Day in Dayton on August 4. Plans are to meet at the Rome-Hilliard exit McDonald's. For more information about caravanning to the show contact Ron Fowler. For more information about the show, contact Bruce Clough.

The club was informed about TRA Nationals that will be held in Ohio next year in conjunction with Mid-Ohio. The four TRA chapters in Ohio will be sponsoring this event: Buckeye Triumphs, Miami Valley, COCTRA, and North Coast. Bev Floyd will be the chairperson of this group. She will be contacting each club for their responsibility assignments.

Bob Mains reminded members that there are will shirts available.

Without any further business, the meeting was adjourned.

Becky Hartley, Secretary

Following the membership meeting, the 6Pack Trials planning meeting was held. The membership voted to have the Trials in Granville, Ohio. Bruce Miles will be the site coordinator. The date for the Trials is tentatively set as September 26 - 29, 2002. The following have volunteered to be in charge of the following areas:

Chairman	Murry Mercier
Registration	Becky Hartley
Events	John Huddy
Site Coordinator	Bruce Miles
Publicity	Bruce Clough
Web Site	Nelson Riedel
Regalia	Bob Mains and Jim VanOrder

This committee will hold monthly meetings and report progress.

We wish to express our sincere thanks for the flowers, cards and consoling words during the sickness and passing of our grandson Max. Where would be without our friends? Special thanks to Ron Fowler for being our messenger during this most trying time. Max was a very special child and put up quite a struggle, but he is now a "perfect little angel."

John and Becky Hartley

## **President's Corner**

**August, 2001**

July has come and gone so quickly but not without notable activities for Triumph buffs.

We enjoyed a great car show at the Immke Arthritis Foundation annual auto show. Our Saturday gathering was well attended and the cars were fantastic. Yes, we again flirted with the dark clouds overhead but we persevered and dodged the few drops of liquid sunshine. Congratulations to the award winners.

The 'Chicken Run' led by Bruce 'HiWay' Miles was another of his famous drives that enabled drivers to bond with their car and the open road beneath them. Wish I could'a been there, but the ole body had developed a kink that even the Vicodin wouldn't relieve. I waved them off from the cushy bench seat of Lisa's Park Avenue. My two weeks of back pain continues and the clutch pedal is more than I can handle. The x-rays show the problem; I'm still waiting to hear a solution. I need a Triumph Therapy Session soon.

The August schedule is focused only on the TRF SUMMER PARTY 8/10-12. It's not too late to register and join the

Buckeye TRIUMPHS' caravan to another great weekend in the hills around Indiana, PA. Hundreds of LBC's and their owners will enjoy the events and dining delights being planned. More details in this newsletter.

Remember that we now have the TR 6 Valve Adjustment by Halkias Videos—Cost to club members is only \$12 and \$15 to non-members. Get one soon; the detailed comments and visual guide is priceless. I just sent one to a Michigan TR6er so the word is getting out.

If anyone wants to get together some Tuesday or other weekday night for a cruise-in at the Quaker Steak and Lube later this month then let me know and we may be able to get both a Hot Wings fix and a Triumph fix. So, Go BUCKS —Go BUCKEYE TRIUMPHS.

Bob Mains [ims\\_mains@ode.state.oh.us](mailto:ims_mains@ode.state.oh.us)

**Officers and the Fine Print**

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Club address: Buckeye Triumphs, P.O. Box 584, Lithopolis, OH 43136-0584

**Annual Dues: \$20.00** General email: [buckeyetriumphs@ameritech.net](mailto:buckeyetriumphs@ameritech.net)  
Web Site: [www.nextek.net/BuckeyeTriumphs](http://www.nextek.net/BuckeyeTriumphs)

Our current crop of Buckeye Triumphs Officers include:

President: Robert Mains (614) 890-7767 <a href="mailto:ims_mains@ode.state.oh.us">ims_mains@ode.state.oh.us</a>	Vice President: Ryan Miles (740) 587-4179 <a href="mailto:rjhmile@yahoo.com">rjhmile@yahoo.com</a>
Treasurer: Jim VanOrder (740) 967-2110 <a href="mailto:vanorderj@cham-cor.com">vanorderj@cham-cor.com</a>	Events: John Huddy (614) 846-2321 <a href="mailto:jhuddy@columbus.rr.com">jhuddy@columbus.rr.com</a>
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Technical Consultants:  
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TR-4's: John Thomas 614-855-4175 or Bruce Clough 937-376-9946 [clough@erinet.com](mailto:clough@erinet.com)

TR250, TR-6: Robert Mains 614-890-7767 [ims\\_mains@ode.state.oh.us](mailto:ims_mains@ode.state.oh.us) or Jim VanOrder 740-967-2110 [vanorderj@cham-cor.com](mailto:vanorderj@cham-cor.com)  
Spitfires and GT6: Doug Braden 614-878-6373 [braden.13@osu.edu](mailto:braden.13@osu.edu) ,  
TR-7 & 8's: Ron Fowler 614-833-6885 [tr8@msn.com](mailto:tr8@msn.com)

Affiliations: 6-Pack Chapter -- Center of Triumph Register of America -- VTR Zone Member

**Fuel Pump Blues**

As you may have heard, Charma and I came in dead last in the cruise to the vintage races at Mid-Ohio. The day started out fine and we actually made it to the McDonald's meeting spot on time. For some strange reason, my TR6 was a little hesitant in starting, so we ended up last in line of BT cars. We headed up Route 3, which was great once we got through Westerville. The morning was sunny, the top was down and I had my favorite wife next to me. Life is good! We went through some beautiful country and I was getting anxious to see some LBCs racing. We left Route 3 and went north on Route 314. When we got about 15 miles

from the track, it happened. All of a sudden, my engine died, we pulled off and coasted into the gravel parking lot of the North Woodbury Methodist Church. Before leaving the road, I attempted to attract the attention of the car in front of us by flashing my headlights. Unfortunately, my horn doesn't work and the person ahead of us (who shall remain nameless) didn't notice our flashing SOS. From the sound of the engine just before it crapped out, I was reasonably certain that we had run out of gas. Right away, I yanked off a fuel line and confirmed that once Charma cranked over the starter. I figured that the diaphragm might have bought the farm. That wouldn't have been a serious problem because I had a fuel pump rebuild kit in the "boot". In haste, I hadn't packed the usual Triumph repair tools, but I had a few wrenches, wire wraps and hose clamps. When I removed the fuel pump from the engine, something fell onto the gravel. The "something" turned out to be the arm that rides on the cam and causes the diaphragm to do its thing. Upon examination, I could see that a pin that holds the pump arm had backed out of the pump housing. Since it appeared that I had all the necessary bits, I thought that I could have us back on the road in about a half hour. Wrong! At about that time, Bruce and Ryan Miles had the misfortune to happen by on their way to the track. Anyway, they stopped and offered their assistance. We reassembled the fuel pump and installed it. I fired up my engine but now had gasoline spurting all over the place. We borrowed some teflon plumber's tape from a nice guy who was working at the church. Unfortunately, it didn't stop the petrol geyser. Nice guy #2 used his cell phone and called a local mechanic to see if he was working at his shop. He was. We got directions and Ryan drove me to the repair shop with the offending piece of fuel line and the leaking fitting. The mechanic attempted to cobble something to stop the leak. We went back to my car and installed the fuel line. It still leaked, but not nearly as badly as before. Bruce and Ryan followed us back to the repair shop and we told them to go to the track. (By now, Bruce and Ryan had missed a couple of hours of racing.) Ace Mechanic cobbled a brass brake block and another fitting together and it worked. We settled up with him and we headed for the track. By the time we got there, it was after 2:00 PM. We finally got to see a few races before they were over for the day. Thinking that our troubles were over, we decided to go to a "Road House" steak emporium for dinner. Well, as we were passing the big motorhomes before the keyhole, our engine died again. Once again, the pin holding the rocker arm had backed out. Once again, we took off the fuel pump and put it back together. This time, we put wire ties around the housing hoping that it would keep the pin in place. After spending another hour screwing around with the car, it started and promptly quit again. About that time, Ted Schumacher (of TS Motoring) came by and suggested that we go to Auto Zone and buy an in-line electric fuel pump. Bruce took me to Lexington to one of the chain auto parts stores. Unfortunately, it was now 7:00 PM and the store closed at 7:00 PM. From there, we cruised on to Mansfield, found an Auto Zone, bought an electric pump, went back to the track, installed the pump and listened to the glorious

sound of a TR6 engine running fairly smoothly. By now, Bruce, Ryan, Charma and I were famished. Charma and I insisted that we all go to the "Road House", have some steaks, drink a few cold beers and we would pick up the tab. We did so and we finally said our goodbyes at about 10:00 PM. Charma and I stopped for gas and we got home about 11:00 PM, tired but no worse for the wear.

Bottom line: Charma and I are very grateful to Bruce and Ryan for all their help and we would like to nominate them for a BT Good Samaritan Award (which we just invented).

BTW, an electric fuel pump is a good thing to carry in the boot for emergencies. I bought a "Master M" (part # E8012S) at Auto Zone for \$24.95. It comes with hoses, clamps and a mounting bracket. It puts out between 5 and 9 psi, (which is too much). After I got home, I went to NAPA and I bought an pressure regulator (part # 730-2367) for \$26.61. Dial the pressure regulator down to 3 psi and it will work just fine.

John Huddy

### **A Chronicle of Triumph: how I became addicted (Part 6)**

*Editor's Note: No article from Ryan this month. He is downstairs fixing his speedometer and installing his turn signal switch before we go to Dayton (at my insisting / request) and we will be visiting colleges for the rest of the week (Oh Boy!). Three days of family fun.*

Ryan Miles [rjhmile@yahoo.com](mailto:rjhmile@yahoo.com)

### **Buckeye TRIUMPHS Events 2001**

BT Business/Social Meetings are generally held the first Tuesday of the month at 7:00 p.m. - those wishing to order food generally arrive at 6:30 p.m. at the meeting location.

BT Driving Events are generally held the third Saturday of the month.

All dates are tentative – WATCH FOR UPDATES AND EVENT LOCATIONS!!!

Please send ideas, suggestions and updates to Events Manager John Huddy email: [jhuddy@columbus.rr.com](mailto:jhuddy@columbus.rr.com)

614-846 2321

Sept. 21 - 23	BT Driving Event to Mid-Ohio for the Valvoline Run-offs, Lexington. Note: BT member, Sam Halkias, races his E-Production TR6 on Sept. 21.
Oct. 2	BT Business/Social Meeting – Host unassigned as yet.
Oct. 20	BT Driving Event. Details TBA
Nov. 13	BT Business/Social Meeting – Host unassigned as yet.
Dec. 4	BT Business/Social Meeting – Host unassigned as yet.

#### **Triumph Events 2001**

The following is a work in progress of future events that are attended by BT members. All dates and times are subject to change - watch for future updates!

Please send additional info and dates to Events Manager John Huddy email: [jhuddy@columbus.rr.com](mailto:jhuddy@columbus.rr.com) 614-846 2321



r Factory Summer Party, Armagh, PA.

Aug. 10 -12

(This is another event that you shouldn't miss. Charles Runyan invites one thousand of his closest friends.)

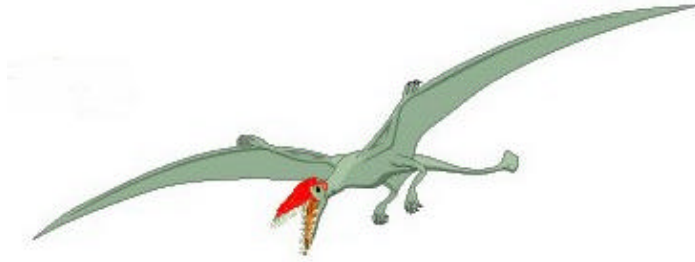
**Pre-registration until July 15<sup>th</sup> at \$89.95 – after that it goes up to \$109.95 per person!**

Contact John Huddy with questions. Phone # (614) 846-2321.

## Notes from Nelson

**House Painting:** The house painting/staining is finished --- 25 gallons. Looks good; can't understand why she wouldn't let me stain it years ago.

I finally got a photo of the big woodpecker that's been pounding holes in the siding. They are big and mean out here in the country.



Marianne is having trouble with the deer eating everything. They don't even bother running off when she yells at them. If we're lucky, that woodpecker will develop a taste for venison.

**Overdrive:** John Huddy's overdrive is finally finished. This was an exciting project and I certainly thank John for letting me play with it. I built the test stand in photo below to exercise it and also verify the hydraulic system. We've logged between 6 and 8 hours operation with no leaks. The hydraulic pressure holds perfectly.



Some of the challenges with rebuilding the unit were lack of documentation and specifications and incorrect specifications. For example, a reprint of a Triumph Service Manual says the hydraulic pressure should be 450 psi. An article on the Internet said it is nearly 600 psi. I had less than 300 psi but were able to get well over 500 psi by

shimming a spring in the pressure relief mechanism. That showed the rest of the hydraulics were in fine shape

I bought a new accumulator (pressure relief) spring from a supplier in the UK (they are NA in the USA, some of the major supplies suggest an upgrade to the later design at a cost of ~\$200 for parts). The new spring cost ~\$45 including \$6 airmail shipping and it arrived in 4 days. This got our pressure up to 360 psi, well short of our 450 psi target.

I started looked for a replacement for the second spring that fits inside the accumulator spring purchased earlier. No one had any nor were they planning on getting any. Last call was to Overdrive Repair Specialists (UK) run by former Laycock employees. The guy I talked to said: "why do you want one of those?" He said the normal pressure was 350psi to 370 psi; the 450 psi spec is for the later unit. He also said the inner spring was there to support the outer spring (the new one I bought) and doesn't contribute much to the pressure (I already knew that part). He also gave us some history on why the design was changed later (OD shifted too hard and tore up IRS axels).

I had another problem where the OD wouldn't fully engage; this showed up after I tightened the bolts holding the OD to the back of the gearbox. There are eight clutch release springs that force the unit out of OD when it is switched off. The springs are two different lengths; the four shorter ones go in positions where there is insufficient room for the compressed length of the longer ones. I knew that the springs weren't quite up to spec but just assumed the DPO has used a different set of springs

This OD had a major failure and got very hot inside. I finally realized that the end of all these springs had collapsed. They looked very uniform so I initially thought they were made that way. Anyway, the shortest ones were originally the long ones with a compressed length a few thousands of an inch longer than permitted for the OD clutch to engage. I reversed the springs and it then engaged properly, but the springs were too weak for it to release properly. So, new springs there too. A comparison of old and new springs shown is below.



Shame on us for assuming the previous owner used the wrong springs. However, on the subjects of POs, the following was on one of the email lists a few weeks ago.

*"I just discovered the spell check on my computer comes up when I type in "DPOs" (plural of DPO) and the default first guess correction is "Dopes" Gee, you'd think the computer knew something!"*

We've put together a five-part note on how to tear apart and repair an A type OD. It will be on the website in a few weeks. I have to let it set for a while and then do a final edit. We've recorded the correct dimensions of all the springs and also shown how to make the various pullers necessary to get it apart. It turns out that the OD is easier to work with than the gearbox and the combination of gears, hydraulics to control the shifting and electrical to control the hydraulics makes working with the ODs very interesting.

The A types are becoming pretty hard to find and very expensive but one can find J types in junk yards on old Volkos. There is of course a lot of discussion as to which is better. My view is that the J type is poorer constructed but easier to repair since most of the components that fail can be removed with the OD still in place. Special brackets must be fabricated to mount a J type in a pre '73 TR frame. The J types shift much more softly. The one in our '76 TR6 shifts like an automatic in need of maintenance --- grandma's OD.



**The Body Shop:** Speaking of the '76 ---- the bodywork is in full swing. The major damage was to the right front fender and the hood. I purchased a new fender and hood but before installing them I wanted to get the inner body aligned properly. I soon learned that if I push in on one spot, something will pop out someplace else, sometimes a lot more pops out. The trick is to learn where to push in to get the most to pop out in just the spot you want (the

wonder bra designers were masters of this). A tree sometime helps in the pushing.....

The new HVLP (high volume low pressure) gravity feed spray gun works great, very little over spray; works even better than a roller. We've been in a race to get the front part of the car finished before the summer party. I probably lost that race Saturday.

Last Friday I sprayed the inside of the engine compartment. I managed to drag the air hose through some of the fresh paint and one area didn't bond very well. It was a lot better than the professional did but not good enough. I decided the pull the engine on Saturday so I would have more room to work. Had to pull the gearbox anyway to fix a small leak so moved the hoist in place to pull both. Just got the engine mounts off and started to lift when hoist hydraulics started to fail --- wouldn't hold. What a mess! Put a floor jack under the engine and then blocked it in place. I was able to detach the gearbox from the engine and pull it. I had trouble with this hydraulic unit in the past --- had to use a wrench on the shutoff screw --- there was ample warning that I ignored. I ordered a new hydraulic unit today (Monday) but won't get it for over a week. Called Jim VanOrder and begged the use of the hydraulic unit from his hoist. Picking it up tonight (Monday) so I should have the engine compartment painted Wednesday, engine back in Friday and maybe paint the hood and front fenders next Monday, but it's most likely that we'll have a black fender & hood for the summer party.

Checked the gearbox out and noticed a streak of oil from the countershaft cover plate that hadn't made it to the drain hole yet. The leak that concerned us was under the middle of the OD; several big drips after every drive. Put it in the test stand and ran it for several hours. Noticed one drip from the rear seal. Nothing under the OD yet but found a streak that was about to drip. It came from a stud near the top of the OD case. That stud has a cooper washer meant to seal it, but had been deformed by the lock washer. I replaced the cooper washer and added a steel flat washer between the copper washer and the lock washer. I also replaced the rear seal and fixed the little drip in the front by reversing the little cover plate --- it was bowed. I ran it for several hours on the test stand and there were no leaks (I know it's futile, all TRs leak fluids, they're like a male dog, mark everything).

There is usually a silver lining to any difficulty if you look hard enough. I had wanted to replace the header that won't hold paint with a standard exhaust manifold. I have the manifold so I powder coated it today and the new down pipe will be here Wednesday. Also, I had spare carbs on the car; the ones I planned to use are in the middle of being powder coated too. I should be able to get that done also thus minimizing future rework.

**More Clutch Woes:** Many of us have experienced clutch problems in our TRs such as broken fork pins, premature release bearing failures, etc. There is a body of opinion (misplaced in our view) that attributes most of these failures to the very stiff Borg & Beck pressure plate. I noticed the

following on one of the lists that views this from a different perspective:

*"The B&B set-up made it so difficult to push in the clutch that my wife couldn't drive the car. I put in the BPNW - Sachs/Toyota set-up and now it's much easier to disengage, and the wife now can drive the car. My suggestion, then, is that if you're married, don't replace the B&B clutch. My repair has lessened clutch pressure, but added greatly to my blood pressure!!!!!!!!!!!!!"* (Name withheld to protect him from his wife)

**Website:** We've registered the BuckeyeTriumphs.org domain name and should have the site up and running under that name shortly. We'll probably keep both the old and new site up for a few months and then close down the old site and reroute inquires to the new site.

**Summer Party:** I hope to see you all at the summer party. Marianne plans to join us this year. She isn't that excited about sleeping on the ground in my little backpacking tent. I told her she could sleep in the back seat of the TR6 if she wanted. (Sometimes she has no sense of humor!) If anything upsets the painting schedule on the '76, we may end up driving the Escape so maybe she'll have a bug free environment to sleep in after all. If that happens, hope her running the engine all night to keep the AC going won't upset the other campers. Come to think of it, that won't be a problem. The last time I was at the summer party (two years ago) the snoring was so loud in the BT campsite that a freight train could have passed unnoticed. The snoring did get us lots of room; after the first night, all the nearby campers seemed to move away.

Nelson Riedel -- [nriedel@nextek.net](mailto:nriedel@nextek.net)

## Late TR Guy

### The Continuing Adventures Of...



Late TR Guy!

August 2001: By Bruce Clough ([clough@erinet.com](mailto:clough@erinet.com))

# Wedge Tech Tips: Trailer Hitch

Ever since last summer's TRF Summer Party I wanted to put a hitch on a Wedge. This way we could bring the bikes, or pull a camper that we're buying off the Hartleys. Now with two Wedges we can do both, but it will take two hitches, no problem, I'll have them made. But what do I use for a pattern? Hmmmmm.

Then it struck me, Hartleys have a hitch on the TR8, why don't I beg John for a couple of pictures? And John obliged, sending me several shots. Below is one of the pictures John sent:



The Hartleys Hitch On Their TR8

Now their hitch is a 1.25" model. We know that this is enough to pull a substantial trailer, but since our bike rack is set for a 2" receiver, we need to put 2" hitches on the Wedges. No big deal, I'll pattern the hitch after Hartleys, but just specify a 2" size.

I then lied on the garage floor and took measurements of the distance profiles between the rear bumper and the spare tire well, both horizontal and vertical. Looked like minimum separation was 1.5" going to 2" toward the outside. Vertical distance wasn't as critical. I figured the shop could get the idea on where to place the brackets from looking at John's photos. But where to take it? I figured I needed a custom hitch place, not a U-Haul or Pep Boys, so I took it to Custom Way Welding, north of New Carlisle on OH 235. I figured that a hitch place with "Welding" in the name would be a good start. And so right I was. They listened to my needs, looked at the photos and measurements, and said "No problem, give us a week".



I showed up a week later and was handed a box containing two hitches, mounting hardware, and a gizmo to pull the carriage bolts used to attach the hitch to the bumper through the hole in the bumper.



**Hitches Made For The Wedges**

The hitches were powder coated and ready to go. Cost was \$75 each, very reasonable since comparable hitches for small cars at Wal-Mart were \$80!

Now to get them on the cars. On the '79 FHC this was straightforward. The steps were:

- Lay the hitch up against the bottom of the bumper. Trace around the plate that attaches it to the bumper. Cut the rubber part off so metal will be against metal.
- Put the hitch up against the bumper where you cut the rubber out. Now trace the holes against both the bumper and spare tire compartment.
- Drill the resulting four 0.5" holes (make sure you empty the spare tire compartment to do this, Fix-A-Flat won't handle a 0.5" hole).
- Pop the 1" rubber plugs off the inside of the bumper. There are two of them, one on each side roughly a bit more than a foot off the centerline.
- Using the tool provided, fish the carriage bolts and the carriage bolt brackets (keeps the bolt from rotating) through the holes. I had to file just a wee bit of the outside part of the carriage bolts to get them to go through the holes.
- Attach the hitch loosely to the bolts on the bumper. Do not tighten them.
- Push the bolts for the spare tire compartment mounts through the body from the inside, making sure that a wide washer is used on the inside.
- Snug up the bolts on the spare tire compartment, then the bumper – in that order – that's it, you're done!

This is a picture of the completed hitch on the FHC.



**Hitch Installed On The FHC**

What's that? You're wondering about the hitch cover – oh, I just took a blank chrome cover and installed a TR3 Hubcap Medallion on it (*Ron – now you know why I bought those hubcaps at the TRA auction*). Heck if the Chevy folks can put bowties on theirs, I can use a world medallion on ours. The hubcap medallion is simply glued on. but I did attach a threaded rod to the medallion as the foundation that the glue (two part putty epoxy) would stick to. Yes the threaded rod was also glued to the medallion. I think it looks pretty slick, eh?



Another View From Below Showing That Snazzy Hitch Cover. Beautiful...

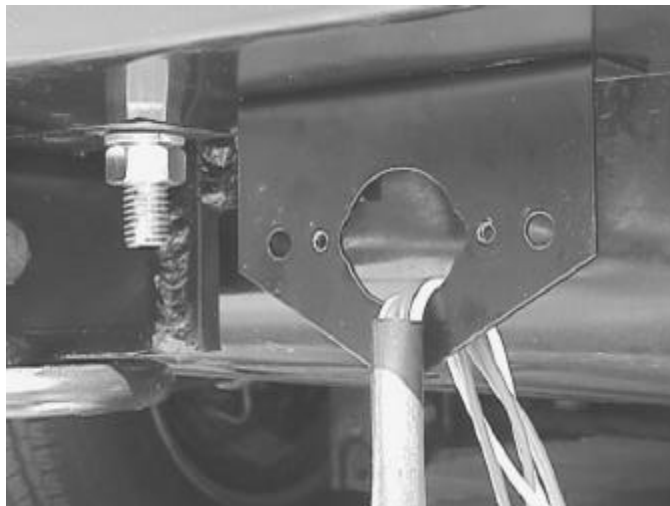
Great, now the hitch was on, but we still need to attach the lighting to the trailer, or at least if we want to be legal. I thought of possibly making the lighting connector from scratch, or just using a plastic plug type, but I wanted to make them look good. This means Pep Boys, where I picked up two Hoppy 4-pole trailer lighting plug connectors, Number 48285, if you're curious.



**Hoppy Light Connector Kit**

This comes with everything one needs to put it on the car, except for where to attach the wires, more on that later. The steps I took to mount the connector to the car were:

- Attached the bracket to the car to the right of the hitch. One side was secured with the existing rubber cover securing bolt, the other side I had to drill a hole for a sheet metal screw
- Attached the wires to the connector. I used this plan on connecting the wires. Yellow was left turn signal, green was right turn signal, white was tail lights, and brown was brake lights. Note that I didn't list a ground wire here. I ran a separate wire for that. Had I been really anal I would have got a 7-connector plug for the ground and reverse lamps, but with these low trailers 4 will do.
- Covered the wires with plastic tubing to protect them from road debris. I used plastic off of an old TR4 used for the same purpose in the tail light area. Worked great. you need about a foot of it. Why only a foot? Simple...



**Connector Bracket In Place Next To The Hitch, Wiring Getting Set To Push Through The Trunk Floor. Note Plastic Shield On Wire**

- Bring the wires up through the trunk floor using a hole close to the hitch. I found one just inboard of the right rear light cardboard cover in the trunk. I took a hole punch and made a hole in the plug big enough for the wires to push through, then ran the wiring through bringing just the end of the plastic covering from the last step through the hole. I also made sure that the cover extended to the connector, i.e., no individual wires could be seen underneath.
- Attached the wiring connector to the bracket using hardware supplied. You might have to make the holes bigger - I had to.
- Connect the wires. Using my trusty 1980 wiring diagram I connected the wires to the existing LUCAR connectors. I could have used the clip-on connectors they supplied, or I could have spliced it in myself, but since I didn't want to modify the wiring harness I stuck about 0.25" of stripped wire into the connectors, then pushed the connectors on to the light sockets. No, it's not the way NASA would do it, but it will hold fine for the type of use the cars will get, no cuts to the wiring harness were made, and it's easy to modify the connections.
- I added a ground wire. Now one might think that the ground could be handled through the physical connection between the car and trailer – metal on metal, right? We just to be sure I added an extra wire, attached to the car at one end using a wire lug over a tail light stud, and a bullet connector at the other. The outside ground connector I secured to the connector bracket with a nylon wire tie. Not a perfectly aesthetic way of doing it, but very practical.
- After connecting up to all the lights I went back and used wire ties to keep the wires together, then I used black silicone sealer to fill up the spaces between wires where they went through the car body. I also sealed the plastic wire cover to the car body at one end, and

the connector at the other. Less water equals reduced corrosion chances.



**Hole In Trunk Where Wires Go Through**

Now clean up and you're done. All put together and ready for a trailer!



**Hitch & Connector In Place & Ready**

How much can you tow? Only as much as the manual says you can. The hitch is a brute. I'm not pulling anymore than several hundred pounds per car, and the manual states I could pull 1100 pounds of un-braked trailer.

Go figure. Max braked trailer weight is 2240 lbs.

## Yeah, right!

Next month I'll try to draw up the hitch so you can try to make your own. I have a drawing already, but being the anal guy I am, I'll try to make it neater!

Next,



Well, are you ready for the days of colonial rule? I am, this has to be the greatest spectator sport ever invented by man, and it's going to be at the TRF Summer Party. The Theme is "Safari", and we're supposed to dress and act as British Colonial Imperialists. No problem, we can do that – I just wonder where Charles is going to get the indigenous peoples we can subjugate! I don't have a pith helmet, but I do have a Crocodile Dundee hat, close enough?

Charles did give a list of movies to watch for "Ideas and Inspiration" including *Elephant Walk*, *Laurence of Arabia* (what that has to do with a Safari I don't know, but I'll find out), *The Man Who Would Be King*, and *Out Of Africa*. Sorry, whenever I think of British Colonial Africa I think of *Zulu*, or *The African Queen!* I must not be cultured...

Okay, I'll knock off the sarcasm. We're all allowed to be a bit eccentric! Back to the preparations. If you are going, and want to be part of the Miami Valley Triumphs/Buckeye Triumphs/COCTRA campsite please let me know – We'll save you a space! As of now the plans are for us to leave the Dayton Metroplex the night of 9 Aug and head towards Columbus, staying overnight and meeting the Columbus folks at the McDonalds (our traditional meeting place, I-70 and OH 79 (Buckeye Lake exit) east of Columbus. Meeting time? Eh, about 8:30 AM. From there we head towards Armagh, PA, Stopping at Clem's BBQ for lunch. Some of the highlights include gymkhana, autocross, rallies, Gourmet Friday night dinner at the campsite (Alice & the gals ar working on the menu now), and the car show on Sunday that we will be able to attend this year since we're staying in a quaint farm B&B on the way home ([www.weatherburyfarm.com](http://www.weatherburyfarm.com)).

Probably the best place for information is the TRF web site [www.the-roadster-factory.com](http://www.the-roadster-factory.com).

Oh, while you're at the Roadster Factory be sure to stop buy the

# WEDGE CRUISE NIGHT

The Grapevine Restaurant, 1155 Wayne Ave, Indiana PA 724-349-8170 & TR8 CAR CLUB of AMERICA Announce the 2nd annual WEDGE Gathering In Conjunction with the

Roadster  
 Factory Summer Party .

Friday August 10th 4PM til 10PM

All TR7 and TR8 Owners Welcome!!!! Just mention you drive a Wedge & get 10% off your dinner. Reservations encouraged - it will be busy!! 724-349-8170

For those in town a day early we will have a Practice Wedge Cruise Night! Thursday August 9th!!! 5PM-10PM. 10% Discount available to Wedgies all weekend long!!! August 9th thru Sunday August 12th.

Last year we had 22 Wedges at the Grapevine Restaurant Lets see home many Wedges we can get there this year!!!!



“Hey John, hand me the WD40, or hand me the Sawzall” – The decisions of choice that fine day.

If you just looked at it, the car seemed fine. That is until you really looked at it. Rusty rockers, fenders, and underside. We joke about the WD40, but we went through quite a bit of the stiff. We managed to gut the interior and most of the engine compartment gizmos by lunch. Charma provided a scrumptious Sloppy-Joe, carrot, and cookie lunch – high energy stuff, needed for the heavy duty work in the afternoon ahead.

Yes, afternoon, the stuff of impact drivers and air chisels. A few more folks had arrived by that time to make matters easier (and a “hat’s off” to those who helped!). For those who have never taken a TR7 engine out of the car, you do it by dropping the subframe with the engine attached, or in our case, by dropping the entire front suspension and lifting the front of the car over it. Dang, that air impact wrench came in handy!



Looky here Ma! My New Stealth TR7...

...and so did the Sawzall. How could I have gone this far in my life and not known such bliss? Never again will I use my hacksaw!



Bruce ([clough@erinet.com](mailto:clough@erinet.com))

## Huddy, Let's us Play Car Doctor!!!!

**Bruce Clough**

A big “wink-o-the-headlights” to John Huddy. June 10<sup>th</sup> he opened his driveway to us so we could all get out frustrations out. See, John bought this great TR7 parts car, except it wasn't in parts. Our job, Mr. Phelps, was to make it so. We figured a few guys, two air compressors, two Sawzalls, and a cooler full of caffinated beverages and beer would do it. All we needed was a nice day, and June 10<sup>th</sup> dawned without a cloud in the sky. Excellent day for destruction.

I wanted to start at 8 AM, but cooler heads prevailed and we turned the first bolt about 10 AM. The “we” was John, Ron Fowler sporting his best Lawrence of Arabia headgear (very practical, I donned one myself), and moi. In a few scant minutes we had the lights off, interior and doors off, and started to rip at the engine compartment.



John, Ron, and Murry. The men are Stylin'!

With the engine out we thought the work would get easier. Wrong! The rear end nuts & bolts fought us every bit of the way. More WD40. More air pressure. More latex gloves. Yes, we went through almost a box of latex glove – great things, you keep your touch without the goo. We also looked a bit like surgeons, which, if you know us, would scare you. Anyway, rear end out. Time to make noise. Two Sawzalls (did I mention we had Sawzalls?), a bunch of metal cutting blades, and three guys hopped up on Coke. Needless to say the body had no chance.



Jeffrey Dahmer couldn't do it this good. OOOps, excuse me, bad taste – I apologize...

And we didn't need the air chisel – bummer!



Another view of the carnage. Oh, the humanity of it all!

The hardest part of the whole day was cleaning up after we got done. We had boxes, we had gobs of parts lying around, and we even had space in the Huddy's back storage shed. Bow if we could find a bit more energy. Ahhhh, beer. That'll do it! A can of liquid courage and we were back at it, getting the mess cleaned up, and moi even took a shower. As Alice will vouch, I was a dirty critter!

Well, now it's about 9 PM, we got home and now I'm curled up in front of the computer trying to comprehend it all. A TR7 disintegrated before my very eyes, and eerily, I enjoyed it. Thanks to Huddys for feeding our family and thanks to Katy (the Pug) whose friendly snorts in my face as I was trying to concentrate kept me on my toes!

Oh, need TR7 parts, ask Huddy...did I mention we used Sawzalls?

## Buckeye TRIUMPHS REGALIA

Golf Shirts –Outer Banks - 100% Cotton \$35.00  
 Style 17434-Solid body color with Collar of contrasting color  
 Wine, with Navy Blue  
 Spruce, with Navy Blue  
 White, with Black  
 Navy Blue, with Green  
 Oatmeal, with Green

Style 17489-Solid body color with a striped Collar  
 Spruce, with Blue Stripe  
 White, with Black Stripe

Black, with Red Stripe  
 Red, with Blue stripe

T-Shirts - Lt Grey Cotton \$14.00  
 BTC Logo - front  
 Large Wreath Logo – back

Patch Embroidered Logo \$12.00  
 Buckeye TRIUMPHS Logo \$10.00  
 – Embroidered on your article

Select your favorite jacket, shirt or bag since the logo can be added to almost any cloth article at a cost of about \$10.00.

Send or bring your articles to Bob Mains. Turn-around is usually about 2-4 weeks. (Names or lettering can be added for additional costs).

### CLUB NAME TAG SALE

We wanted to remind everybody who is interested that we have a really nice looking Buckeye Triumph club name tag that you can purchase at a very reasonable price. The name tag ,if you haven't seen it yet, is white with our club logo etched into the tag . We order them from a fellow named Russell Waters who lives on the westside of Columbus.

The price is \$7.50 each. All you need to do is let us know what name you want on the tag with the correct spelling and we will order them for you via Email. You can either call Jim VanOrder at 740-967-2110 or Email at vanorderj@cham-cor.com or call Matt Merz at 614-871-3154. These are really nice looking tags, so get your order in.

### Classifieds:

These classifieds are free to BTC members, given, of course, that they relate to Triumphs, and are for private (not business) use. No, you cannot sell that old couch here! We'll run classified ads for two months, beyond that you'll have to ask for an extension.

#### FOR SALE

**1972 Spitfire, Mark IV**, soft top. ... good engine and mechanically sound. Needs interior vinyl (seats are good), floor repairs, slight damage to front frame extension, side (in front of wheel well) panel body damage, reconditioned fuel tank, new tires. Son's project; he left the country; must sell. Best offer. John Simpkins 614-895-8057, Westerville.

#### 1960 TR3A Dave Frazer III wrote:

Does any one know someone interested in a 1960 TR3A? It needs to be restored and comes with an extra rolling chassis. It ran when parked but the body is rough. Belonged to my sister and I want to get rid of it.

The location is Southwestern, MI for the TR3A. It is a very complete car with an extra chassis with splined hubs for wire wheels. It is very complete but "tired". If I were buying it I would take the time and restore it.

I am asking \$2,000. for both.

E-mail is [dsfiii@yahoo.com](mailto:dsfiii@yahoo.com)

Located in Dowagiac, MI  
 Once again, Thanks!

#### 1973 Triumph TR6

Mimosa Yellow, 84K Miles New Interior & Under carriage, Very Good Condition / Runs Great \$5,400  
 Contact John Szlag @ 614-297-7249

**PARTS...PARTS...PARTS** - Triumph and LBC parts available... New, Used & NOS... The Roadster Factory, Moss & Victoria Br. items at discount prices.

Many common parts in stock.

Doug's Parts 614-878-6373

[Braden.13@OSU.edu](mailto:Braden.13@OSU.edu) <http://www.triumphparts.com>



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**P.O. Box 584**  
**Lithopolis, OH 43136-0584**

