



# Buckeye Triumphs Newsletter

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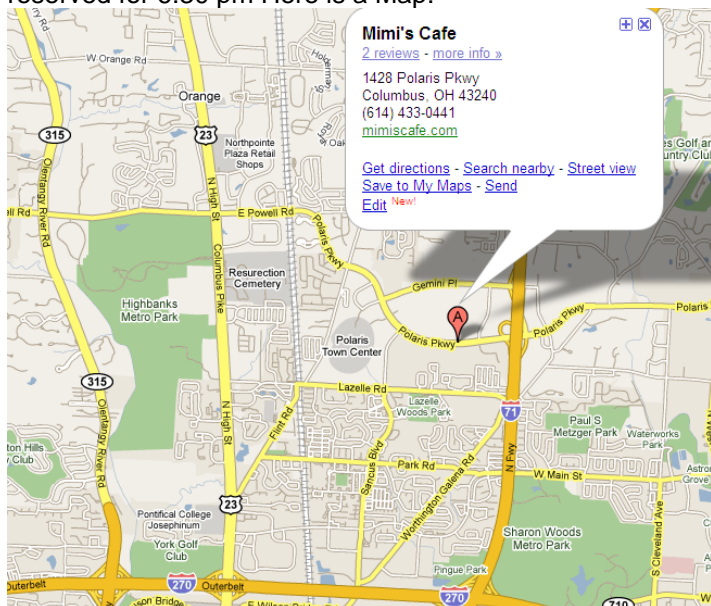
Winner of the VTR Newsletter Award – 2003 and 2005!

## December BT Meeting at



December meeting (Monday, Dec. 1st), will be at Mimi's Cafe, 1428 Polaris Parkway, Columbus, OH 43240 (in the Polaris Mall parking lot, next to Circuit City).

[www.mimiscafe.com](http://www.mimiscafe.com) Great food ! We have the back room reserved for 6:30 pm Here is a Map:



## Editor's Corner

Well, another marathon editing session has come to a close. Here is your November / December Newsletter! I had every intention of getting the November newsletter out in time, but my schedule got crazy, then we had the meeting, then a week of training and it didn't happen.

Happy December to everyone!

Plenty of material! Who would think that I could publish a 22 page newsletter in December?

As usual, by the time I get to this point, I'm really too tired to be very wordy here. I do believe that 2008 has been a really busy year for the club, and I can't remember having more fun driving our cars. I keep trying to think of reasons to go back to Townsend!

One thing I feel bad about is that I wanted to do a Fall tour, and I really want to do a tour early in the Spring. Email me your ideas!

Our Holiday party will be at the home of Tim and Lee Swartz on January 24<sup>th</sup>. Details to follow. Discussions at Monday's meeting.

**Special Request – Sometime before Christmas**, please burn your 2008 photos to a CD and let me know – we'll work out picking up the photos to prepare for the slide show at the party.

Susan had a memorial tour for Eric this month down at Shawnee Forest, where his ashes were spread on Forest Road 5. I had been sick in bed earlier that week and had to prepare for an out of town trip by Monday, and I missed the tour. I spoke with Buck Henry and he said they had a nice time. Perhaps I'll have some photos and an article for next issue.

Tell me about your Winter projects – tech session anyone?

Wishing everyone a happy holiday season!

Bruce Miles [bmiles@intinfo.com](mailto:bmiles@intinfo.com) or [bmiles@buckeyetriumphs.org](mailto:bmiles@buckeyetriumphs.org)



## President's Corner

Is it safe to assume that with the temperatures dropping that some of us are thinking about doing some off season maintenance or upgrades to their Triumphs? I think for me this might be the winter I freshen up the TR6 engine, I said that last year and never got around to it. I do know that I will be pulling the GT6 engine and replacing all of its gaskets. It drips an excessive amount of oil even for a Triumph. I know that Huddy is busy with his TR3 and also it's about time for Lisa's "Trudy" the TR to get her bits put back in place. I also spoke to Tom Bischel and he might need a hand with his Spitfire. I guess that means our club might have a few Tech Sessions coming up. Since most of our Triumphs are parked now that provides us with the opportunity to get together, spin some wrenches and swap some stories. If you need a Tech Session contact Bill Blake our club events

coordinator so we can get it on the calendar. I hear from Jim Van Order that our club continues to grow and we have a couple more new members. I had the opportunity to meet Allen Banks at a NASS wing fling last week and he is looking at buying a Spitfire this winter, we can always use another Spitfire guy!

I trust that everyone had a great time at the Gillman's home during our October meeting. That is the epitome of what this club thing is all about, a couple who go out of their way to host a Buckeye Triumphs meeting at their home, actually some of the local VW club too. We are lucky to have Ann and Greg as members and I definitely appreciate all their hard work to host the October meeting as they do each and every year. We have yet to announce it but our holiday party will be Saturday night January 24th at the Swartz's home, more on that at our next meeting.

I hope to see everyone at Mimi's Café for our December meeting on the 1<sup>st</sup>

Gotta motor..... John

## **BT Meeting Minutes**

Minutes of October, 2008 Buckeye Triumphs Business Meeting

Attendance: Ann and Greg Gillman, Bill Blake and Kathy Scott, John and Charma Huddy; Jacqueline and Murry Mercier; John and Kim Johnson; Jim and Margo Washburn; Howard Jefferson; Bill and Jennifer Reinheimer; Bob and Lisa Mains; Bruce and Kim Miles, Joe Lynch; John and Michelle VanNorman; Bev and Gary Nettle, Jim and Gayle VanOrder, John and Becky Hartley, Kevin Eschhofen and Kris Moore, Lisa West, Steve Neumann, John Schilling, Josh and Holly Blunck, Doug Mansfield, Tim and Lee Swartz, Susan Logan, Rod and Pat Yost.

The October 6th, 2008 meeting of Buckeye Triumphs was called to order by President John Johnson at 7:45 pm at the home of Greg and Ann Gillman after all had sampled Greg's delicious fried chicken. He thanked the Gillman's for the great chicken and their hospitality, and he thanked everyone for the great turnout. John also welcomed several VW club members who were present.

Old Business:

- John recapped the September 6 Pack TRials. Our club had the largest turnout for the second year in a row with 19 people there. Townsend, TN, is the home of the Tail of the Dragon, a stretch of road with 318 curves in 11 miles. The weather was beautiful, but hot, and it was a great location for scenic drives. TRials next year will be held in New Jersey at Pt. Pleasant Beach. Among other things, a clambake welcome reception is planned.

- Quaker Steak – September 15th was the last British Car Cruise-In of the season. Attendance was low, probably due to the September 14th windstorm.

- September 28th – Event sponsored by Huddy's – drive to their Candlewood Lake campground for a meal by City BBQ. Nice drive and great weather.

- October 4th – Mike Ross, wing commander of NASS (North American Spitfire Squadron), had a welding tech session in his amazing garage.

New Business - Holiday party – January, 2009, to be hosted by Tim and Lee Swartz at their home. They will provide the meats and participants will bring side dishes and desserts and will chip in to cover cost of meat. Date still to be set.

John reported that he is still selling Night Drive shirts and noted that those of us who went to 6 Pack TRials all wore them on Friday. Proceeds from the shirts are going to the Arthritis Foundation. Our first check to Arthritis was \$186.

Tech sessions – this is a good time of year to do some work on our cars. Schedule with Bill Blake to get a session on the calendar.

Events – Bill reported that events are winding down for the season. He and John Huddy are attending the SEMA convention in November.

Regalia – Bob Mains showed some new shirts in women's sizes. Let him know and he will place orders. He has ordered more sweatshirts and hats.

BT website – Ann has posted all the pictures she has received.

Jim VanOrder has received the first payment of 2009 dues from Ron Fowler. He announced that Susan Logan has donated some Triumph books to our club from Eric's library.

Nothing new at this time from British Car Council – the first meeting for the new season will be held in November.

Howard Jefferson invited all of Buckeye Triumphs to a graduation open house in his honor on October 25th. He graduated from DeVry University with a BS in Computer Information Systems.

The November membership meeting will be held Nov. 3rd at Digger and Finch in Dublin.

We received \$117 (25% of the total sales) from our City BBQ meeting last month.

2009 events:

Arthritis Show – the two British Marques will be Mini (50th anniversary) and Morgan (100th anniversary).

Roadster Factory Summer party scheduled for the 2nd weekend in August.

No 50/50 raffle this evening.

The meeting was adjourned at 8:20.

Respectfully submitted, Charma Huddy, Secretary

## **The Tin Worms got me**

By Randy Prunty – [rcp067@columbus.rr.com](mailto:rcp067@columbus.rr.com)  
Club Member and TVR Owner

The gas odor got to me one day, realizing that it couldn't be coming from the carburetors, the next place to look was at the fuel tank. The tank is hidden inside the passenger

compartment of all TVR 2500M's, the next step was to pull up the floor and have a look. To my surprise the gas tank had been encased in household insulation foam (theory – quick sale strategy for car with holy tank).

It took three days to dig the tank out of it's location, and the tank won't come out without removing the back window. Used a knife to cut around the tank, then a drywall saw, a flat crowbar, all to no avail. Dug a hole in the foam at one end and removed a hand full of foam soaked in gasoline. Taking a steel bar with a piece of chain and a hook that would lock on the bottom of the tank I was able to pry the tank from it's encasement. I drained a half a gallon of fuel from the fuel tank compartment.

There were fifteen rust holes in the tank after it was cleaned up. Question, is it easier to replace than to fix? I like original things but this now sounded like a challenge. With the use of the internet the search was on, Summit Racing has the aluminum fuel cell with a lot of measuring it would fit(30" L 12" H 9" W). Parts list with prices at the end.

Once the fuel cell arrived (and having remove all traces of foam and sealed the inter body shell with a rubberize sealant), the tank sat in it's space quite nicely. Built a pattern of cardboard that matched the end of the tank and with 2 inch plastic pipe, built a supply line from the tank to the fuller neck. Used the two original hold down straps with some ¼ inch threaded rod, each about 12 inches long.

The sending unit was another problem, a GM sending was provided (0 e - 90 f OHMS), it wouldn't talk to an English gauge. Smith gauge uses a totally different ohm range. Auotmeter has universal fuel cell sending unit that has ohm range that comes very close( 240 empty and 33 OHM full), brought me to the question, how accurate is the ordinal sending unit. The unit is adjustable in height so it can be used in many application.

The fuel pickup was another issue, the tank has –8 AN fittings, I was able to purchased the needed parts at the local JEGS story, What was required was an adapter with a right angle to go to the 3/8 fuel line. The –8 AN solution required too much height and won't permit the floor panel to return to it's original location. The height that was available on my car was 2 ¼ inches. Solved this by using ½ inch flared gas line fittings (same as –8 AN) from my local hardware story.

I located a fabricator who would TIG weld the tank with a 2 inch filler neck to match the model that I had built. This was done in day at a cost of \$100 including materials.

Everything has gone well, the car is up and running and fun to drive again and I now have a fifteen gallon gas tank.

Parts List		
Aluminum Fuel Cell RCI 2161A	Summit Racing	\$229.99
Autometer sending unit ATM-3262	Summit Racing	31.88
TIG welder and tubing	Local Columbus OH	100.00
Fittings, sealant & treaded		35.00



holes in tank



more holes in tank



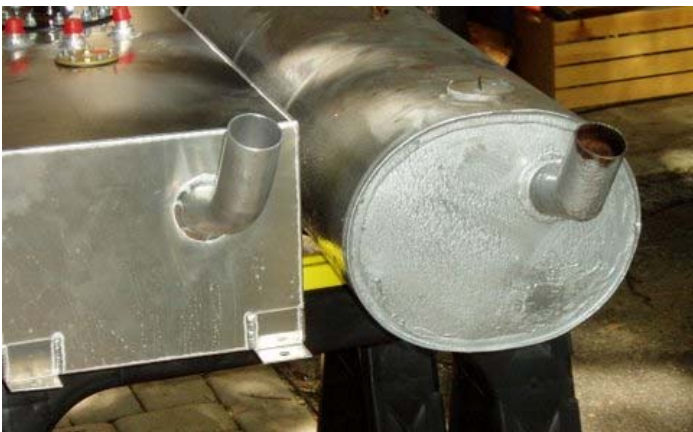
more of the same



new tank after filler neck installed



inside body shell with sealant

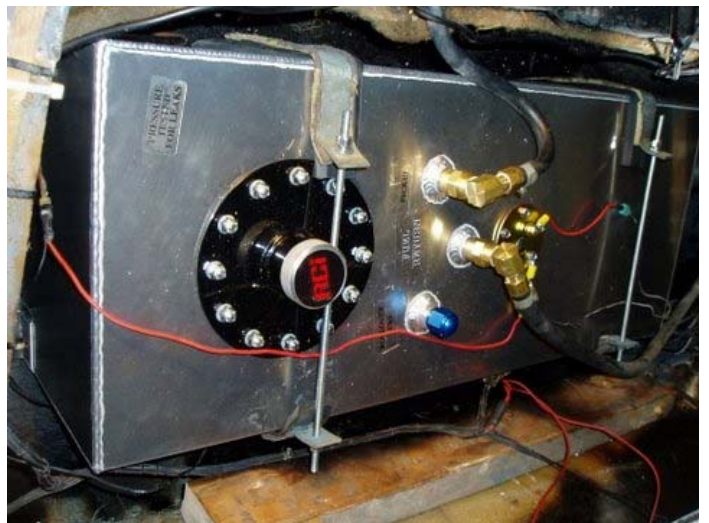


fitting used on tank.

With the tank in the body a cardboard and plastic pipe mockup was just what the fabricator wanted.



spacer to go under new tank, contoured to match inside body shape



installed tank.



Tank with fittings and sending unit. The racing fuller cap isn't used.



Help Me!!! He has a Sawzall and an attitude!

## The Adventures of Late TR Guy – November 2008

### Can't Beat 1962 Technology

*Bruce Clough*

When we put Freebie back together we threw out the FI system that was on it (okay, so I sold it on ebay), got rid of the Stromberg TR7 carbs that came with the Bigler's car (although we used the manifold), initially used a set of early TR6 carbs I bought at the TRA '08 auction, then threw on a set of TR4 carbs I found somewhere.



That's right – TR4 Strombergs!

What I wanted to do was to walk the reader through the decision to use early TR4 Strombergs and why you might want to do that for your TR7. But before we do that let's revisit the stock TR7 carbs.

### The Stock TR7 Set-up

The carbs that were used on most TR7s are pretty close to what was on the later TR6, CD-1752SE, with a twist. They had all the funky bypass valves, tubes, and gizmos, but used a Solex Fully Automatic Starting Device (FASD) rather than a manual choke.

Notice I didn't say they used an automatic choke, because the FASD is not a choke, but a separate carburetor. A choke restricts the flow of air in a carb causing an over-rich condition needed for starting. The FASD operates as a third carb dumping an over-rich air/fuel mixture directly into the intake manifold when the engine is cold. To run the FASD correctly, it needs separate water, air and electrical connections, but gets its fuel from the front carb.

So, connected to the TR7 carbs are all the fuel, air, emission and vacuum lines of the late TR6s plus the extra lines to service the FASD. This pretty much ensures that not only can't you put your hands in around the carbs to fix something, you can't even look in there to make sense of anything. The coolant lines are prone to leak (just what you need on a TR7) , and the wax bulb thermostat in the FASD isn't know for it's longevity. Add into that the limited adjustability of the CD-1752SE needle height and you are crying out for a replacement.

### But TR4 Stromberg Carbs?

TR4 Strombergs (CD-175) have gotten a bad wrap IMHO. They are really as simple as an SU, but use a rubber diaphragm to separate the air piston pressure from ambient versus the close machining tolerances of the SU. Same operating principle, same connections. Since the float bowl is integral to the carb body there is less chance of leaks compared to the H6 or HS6, but you still get the same range of jet variability, and you can use your finger, rather than a little wrench, to set jet height. I think they are a superior design to the SU and a perfect fit for the TR7

Perfect fit? Sure, since the TR4 and TR7 engines are close to the same displacement, the carbs should not need the needles replaced, they bolt up to the same holes Yeah, we're going to have to do a few mods, but that what life is made for!

### Mods?

Yes, mods. First of all the TR4 carbs throttle plates open in opposite direction than the TR7, which ,means that they rotate opposite. Since the TR7 never had a choke cable you have to add one. The TR7 originally had a vacuum retard and the TR4 a vacuum advance, and the fuel lines connect in slightly different places. To correct these took just a little time and inventiveness

- Throttle linkage – In order to turn the correct way I could not use the stock linkage, not the stock cable mount. I used a TR6 linkage (thanks Harry!) that goes between the carbs, but had to it to size as well as making another arm out of some aluminum bench stock. I epoxied the arm onto the shaft using the nuts already on the shaft rather than let is have some freeplay as on the TR6 - it's not going anywhere and I

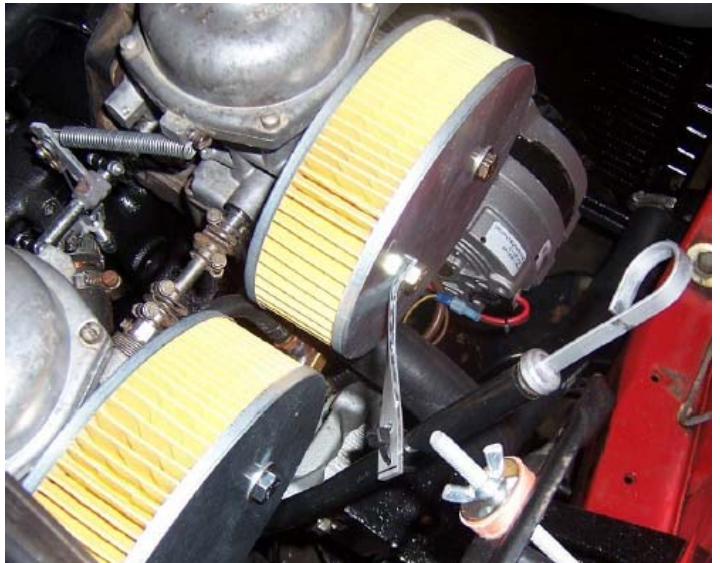
can adjust the air balance between the carbs just as you would on a TR4. The arm length I determined from what the TR6 used, and drilled a hole for the cable attachment pin to ensure I had full range of motion for the throttle plate. In place of the cable mount on the intake manifold I again just made a simple bracket from bench stock and nylon-tied the cable to it. The carb throttle shafts are worn a bit (I'll fix those later), so I had to add an external return spring. Originally I attached it to a bracket I mounted on the intake manifold, but switched to a spring anchored at the carb top to get better leverage. Not pretty, but works...



**Up-Close and personal with the carb linkage. JB Weld is great stuff!**

Yikes! Sold those on ebay for more than I bought them for, even after I told folks that they wouldn't fit. I love ebay, but that's another story... As an interim measure I put on a pair of SU H6 velocity stacks I bought at TRA. They didn't filter well, but they did allow me access to spray starter fluid if I needed to! I just put a pair of TRF oval air filters on and they fit fine. I used aluminum bench stock one more time to make a bracket to hold the oil dipstick end.

Everything is attached, car runs good, and all I'm doing is to wait for that choke cable, that dog-gone expensive choke cable. That very dog-gone expensive choke cable. Oh, I also bought another pair of Strombergs from England to get the floats since the floats in ours are cracking (closed cell so they still work, but they look nasty. What I'll probably do is look for even another pair with good floats, rebuild those also, and replace the HS6's on Inca!



**Air filters from TRF that fit!**



**TR7 Engine Swap – The Easy Way!**

In the TR7 ROM (Repair Operations Manual, not Rough Order of Magnitude) it tells you to take the hood off, jack the back of the car up as far as you can, drop the front of the car as much as you can, and then using a lift where you can vary the angle of the load you can take out and inset the TR7 drive train if you are very careful.

Wow. I've been told by those that have done this it's not the easiest thing in the world. Well, I needed to get the engine out of Bigler's TR7 (aka "The Victim") and into Freebie.

- Choke cable – finding a choke cable was easy as well as mounting it. I just used a cable from Advance Auto that cost me all of \$9 and even had a bracket with it. Finding a choke cable that would hold it's position was a bit harder. The cheap cable would not hold the choke in, the single TR6 or TR4 cable was not long enough, and the original style choke cable is over \$140! I'm still using the cheap cable with a clamp to hold it in place, but ordering a manual Stromberg choke kit which comes with a cable long enough, but that is still over \$100, sigh...
- Vacuum lines – easy. Got rid of them! Got rid of the vacuum retard on the distributor. Good riddance...
- Fuel Lines – this was also easy, just bent up some lines the right size and clamped them on!
- Air Filters – You don't think I was going to use the stock filter assembly, did you? Way too much stuff. On Inca I bought a pair of K&N filters, but since those have gone up about \$25/each! Time to use stock TR4A oval filters - okay, so I ordered a pair from Moss. They were terrible, with the holes with integral tubes not parallel!

Fortunately the Biglers had just replaced the front shocks so that made it an easy choice – swap suspensions.

Swap suspensions? Sure, since the engine is bolted to the front cross member, and the struts to the cross member, the easiest thing to do is to lift up the front of the car and drop the engine and front suspension in one piece, then swap. All you have to do now is to drop the rear as much as possible and raise the front!

Since The Victim was pretty much stripped except for the drive train the jacking-up was easy to do. I just took the rear tires off, lowered the axle to the floor, disconnected the drive shaft and all strut & cross member mounting bolts, put a couple of dollies under the drive train, jacked up the front and rolled it out - slick!



**Roll out the engines – we'll have an engine of fun!  
Okay, so maybe that won't make a good polka...**

I did the same to get the shot drive train out of Freebie. After rolling the engine/suspension combos forward I lifted the engines off- the Victim's on to an engine stand, Freebie's into the junk pile – then swapped the front suspensions, dropped the fronts, and bolted them in – sweet!



**Dropping the back of The Victim – put on the weight to compress the springs!**

Now, putting the rebuilt engine back in Freebie was a pain since I had to use the book method!!! You can do it, but you have to take time!



**No, I don't miss the Chrysler, okay, so maybe a bit, or maybe not!**

## The Continuing Adventures Of...



**Late TR Guy!**

## The Adventures Of Late TR Guy – Still a-Workin' on dem Wedges...

*Bruce Clough*

### **Exhaust Travails**

If you've not noticed lately, Inca's exhaust is loud, very loud. Too loud. This started on the way to TRA this year when the rear resonator decided to come off in Bellefontaine. When we got home I took off the rear resonator (cheap glass pack actually since the Monza resonator had given up the ghost a long time ago) and put on a straight pipe with a resonator tip. Loud, but not really obnoxious, well, okay, if you were directly behind it... Since then it's gotten really obnoxious. Also since it's a TR7 and not a beat up mid-80's Corsica with a leaky exhaust or a '70 Chevelle SS that bothers us.

Rolled it up on the Backyard Buddy to have a look – several things are going on here. This system is a real kludge – the

header is a Ted Schumacher deal and this goes into a custom straight pipe that goes into the muffler, which is all that remains of the Monza system I bought back in 2001. This empties into the straight pipe/resonator tip assembly I put together after TRA. All this is held together by a few Uclamps. I noticed a few of these junctions were loose, especially the header/pipe flange. Lots of places to leak. We were running a Corsica....

Right after the November MVT meeting I went to work. Off came the system past the header – all of it. Some of it went into the trash:



**Mr. Monza Muffler/Pipe and Mr. Blown Gasket say hello to Mr. Garbage Can**

Other parts might end up in a Holiday Soirée auction or something like that:



**Aw isn't this cute – can't we make a gift or musical instrument?**

I decided to reuse the first pipe since it was really in good shape, but what to do about the muffler....hmmm.

Out came, you guesses it, the Summit Racing Catalog. Page 72, part number WLK-24210, Thrush Glass pack with 1.75" ID on both ends, 14" long – perfect. \$27, more perfect. Ordered it at 5PM from their web page, had it next day by 3PM, real perfect. Try that from Victoria British!

Speaking of Victoria British, that's where I went to solve the problem of the rear pipe/resonator unit. They had a Falcon stainless rear pipe for earlier TR7 (which just happens to have a 1.75" OD on the inlet – really, really more perfect) on sale for \$199. Expensive, but that should last as long as I do, or as long as we own the car, so, it's a deal. It arrived after four days in a huge box (we now have lots of packing Styrofoam peanuts if anyone needs some...)

Time to get cracking on putting this back together. First job was to mount the front pipe to the headers. This time, no gasket to fail, I just put some high temp silicone gasket material between the metal parts and bolted her up.



**Can't hardly tell this is gooped up with silicone, now can you?**

In the picture you'll note the U-clamp just back of the header attachment. On that junction I cheated and put some stainless pop rivets in it before the clamp went back on just to make sure it doesn't come loose.

The back end of the front pipe is where the glasspack needs to go. I cut the front pipe from the Monza muffler just before the muffler itself, figuring that gave me enough pipe to connect to and still range to meet the rear pipe. I was dead on. This doesn't happen always, trust me! I slipped the muffler on but didn't bolt it in yet.



**Thrush Glasspack in place – sweet...**



That had to wait until I got the rear pipe/resonator combo on. Again saved by the Backyard Buddy – so much easier while this is in the air – the rear pipe went in quickly – about 30 seconds. The fit to the muffler was perfect. Don't get to say that often. I attached the rubber mounting loops to the bracket on the car body (oh, forgot, I did have to transfer the exhaust system bracket on the other side of those rubber donuts to the new rear pipe, but that was easy) and looked at our pride and joy:



**NOS Resonator Mount?**

Hmm. Forgot about the resonator mount. See, the Monza system did not need the stock mount, so it went away with the original exhaust, and it was shot anyway. From then on we built custom mounts for the car, including the straight pipe I put on after TRA this rear. Now, although that bungee cord works well to hold it in place while I was tightening up the rest of the system, not sure it will hold on the road. Problem is that a mount for that resonator is not available, even if it was stock.

*Time to head to Lowes.*

\$5 later I had all I needed, 3' of 1" aluminum bar stock and two 5/16" threaded hooks. I bent a piece of bar stock for the bottom piece, then made a strap to go across the top, and tightened it down with the nuts on the threaded hooks. Then I just reattached the rubber donuts between those hooks and a pair on the body. Much better.



**Much Better**

Firing it up, it sounds sporty, but not like a Corsica with a blown exhaust gasket. Fix number 1 done...

**A Kingdom For A Choke!**

Fix Number 1? Yep. I had a lot of things to do to the cars – piddly things really, but I needed to get them done, so early November it was. I could work on the cars Sunday and hear the Bengals loose on 700 WLW. For sure.

Fix #2 was to get the choke on Freebie to hold. I was cheap when putting it together, I used a \$9 "Help" cable from Advance Auto. Cheap, yes, but it had no "twist and hold the choke out" functionality that I was used to. I used a paper clip to hold it open. Functional, but clumsy.



**\$9 Choke cable and holder. Paper clip not pictured.**

The first try to fix Fix #2 was to order a TR6 single choke cable and modify. Now Bruce,. Why didn't you order a TR7 choke cable, get the right thing? Simple – a OEM TR7 choke cable goes for around \$200. Early TR6 choke cable is \$40. Which would you choose?

Well, if you were smart you'd pick the TR7 cable since the TR6 cable is too short. Sure, you could mount it under the passenger side of the dash, but the reach is a bit long...

Dang, \$200, and that doesn't include the mounting bracket. There must be a better way. Enter the Moss Motors catalog. They sell a choke conversion kit for the TR7 for \$130 and it comes with a choke cable and bracket, plus I can always sell the other parts of it and recoup some cost. The kit came from Moss in 2 days.



**Moss Choke Conversion Kit – Stuff on the left is needed**

Installation was straight forward. The bracket was attached where the other one was and the new choke cable was secured in place, and the cable routed the same as what it replaced. I did note that the way the cable was put together and the way the bracket was made meant that the writing on the knob was rotated 90 degrees CW from where it really should be, but that's a small, err, minor quibble.



**Ten Times More Expensive Choke Cable In Place...**

The only real work I had to do was to cut the choke cable length – was about 12" too long. Since this is a steel-jacketed cable, and that steel is a wound hardened steel, I had to cut it with a file and be careful not to damage the

cable. That left me with a long piece of cable sticking out the end. I then installed the cable in the carb.

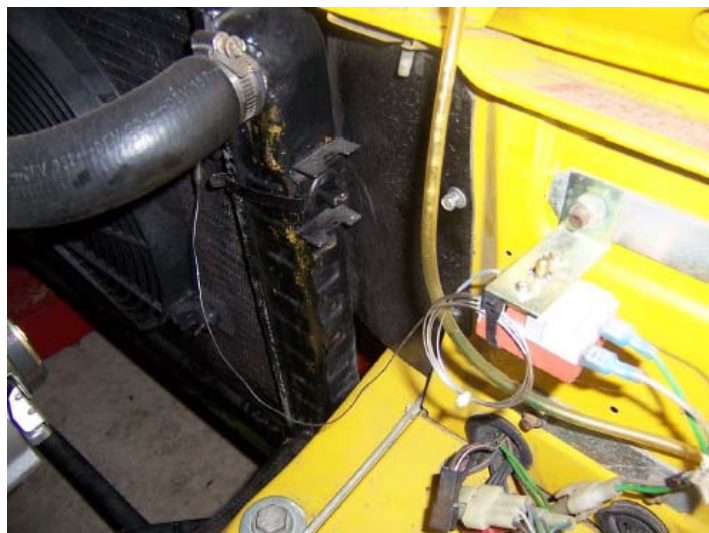


**Excess cable sticking from the front carb – yes I cut it off.**

I just cut it off and then put a dab of epoxy on the cable end so it wouldn't unravel. Works? Well, better – I noticed that you can only pull this out no more than 1.5" and still have the rotate and lock function. Wonder what that is – cheap? Sigh..... It's better than what it was, and looks period rather than \$9 from Advance Auto. We'll see how it does. Time for Fix #3

### ***Rad Rad Switch, Man!***

Back to Inca. When we put on the electric fan I made a decision to go with an adjustable radiator switch rather than the built-in switch since I wanted to hone in on the best point to turn the fans on, but my experience since with electric fans on wedges leads me to believe the set point for that built-in switch is fine, so I got a new rad switch and looked for an opportune time to change, which just happened to be while it was up in the air getting the exhaust worked on.



**Existing Radiator Fan Switch**

Switching the switches gets rid of some more wiring and stuff in the engine bay, and any time I can do that it's a bonus. Getting the old switch out was easy, okay, after you drain the radiator, which is a pain since British Leyland decided to eliminate radiator drain petcocks to save money it's easy (I've got it down to a science though, no spills on the floor this time). Unsnap the bracket and withdraw the switch. Getting the after-market switch was almost that easy - cut the plastic thingy that hold the sensor to the radiator, unbolt the bracket, and disconnect the wires. Putting the new switch had a twist – since the switch has part of it inside the radiator it needs a rubber grammet to seal, but no new one came with this, so I reused the old one, but put some silicone seal on it. Hopefully it will hold (experience says yes...). I even found the right connector! No more than 30 minutes into this it was back together:



**New-Old Fan Switch in place**

That's one less gizmo for Bruce, one less gizmo for mankind.

See ya at the Holiday Soiree!

**Putting Your Triumph to Sleep for the Winter**

By Joe Lynch

Now that the cooler weather is here, and the leaves are off of the trees, it's time to start thinking about putting up the Triumph for the winter.

Some hardy souls will keep their cars running all winter long, driving them whenever they get a chance. While other folk will dismantle their cars and perform needed maintenance and rebuilds. Then there are many people that are just happy to put their little cars to bed for the season, and dream of the spring driving season ahead.

For those folk that want to put their car away for the winter, here are a few tip and tricks to make sure that it is in good

shape when you open that garage door after the snow melts in the spring.

On the last drive before you put your car away, be sure to get the car up to operating temperature. Run it for a few miles to make sure that the exhaust gets nice and hot. That way it will burn off any moisture that has built up in the muffler and exhaust pipes. Moisture = rust.

Change the oil and the oil filter.

Drain, and flush the radiator and the cooling system. Refill it with the correct water/antifreeze mixture. Run the car with the heater on to get the new antifreeze through all of the hoses, pipes, and heater core.

A good idea, is to drive your Triumph down to the local gas station and top off the fuel tank. Then drive over to your auto parts store - NAPA, AutoZone, Pep Boys, etc., and buy a bottle of fuel stabilizer. Fuel stabilizer conditions the fuel and keeps it from gumming up during the months of winter storage. Pop the lid on the gas tank, and put the recommended amount of stabilizer in the tank. By the time that you drive back home the car will have reached its full operating temperature, and the fuel stabilizer will have worked its way through the fuel system and carburetor.

Remove the spark plugs, and squirt a little oil into each cylinder, then put the plugs back in.

Top off the brake fluid and clutch fluid.

Add fresh windshield washer solution to keep mold from forming in the reservoir.

The garage:

If your car is going to spend the winter parked on a concrete floor, lay down a piece of plastic or a tarp under the car. Moisture can wick up from the concrete and cause rust.

If you plan on having the car up on jack stands, put a little more air pressure in the tires. Got a fire extinguisher in the garage? What would you do if there was a fire and the car was up on jack stands?

Look up at the ceiling in the garage. Is the car parked under a roof that may leak?

Periodically over the winter months, roll the Triumph back and forth a few times to prevent the brake pads from rusting and sticking to the rotor. Operate the brakes on occasion to prevent the cylinders from freezing. Also, engage the hand brake a few times to keep its cables and linkages moving freely. Occasionally get into the car and push the clutch pedal down to the floor.

Store your Triumph with the hand brake off.

You might consider leaving you trunk lid open, so moisture can't build up inside the trunk.

Remove the battery and store it in a dry place where it won't freeze. While the battery is removed, you may want to put it on a trickle charger.

Give the car a good cleaning. Try to get rid of accumulated dirt under the vehicle as best as possible. Vacuum the inside, polish with a protective polish or wax it to protect the paint, treat the vinyl with a coat of Armor All or a similar product.

Give your hoses and all other rubber parts a good spray with a lubricant to keep them pliable and soft.

Remove the rubber floor mats, so the carpet can breathe.

Now is the time to think about those little rodents that are desperate for a home at this time of the year. They can burrow into seats, fenders, pedal boxes, inside heater boxes, even inside exhaust headers and cylinders. Some people claim that pieces of Irish Spring soap, liberally dispensed in certain areas of the interior and under the bonnet are a deterrent for critters. Make sure the soap is placed in a dish to prevent it from soaking into the upholstery or carpets. You can also try using mouse traps or moth balls scattered around.

To prevent mice, squirrels, and animals from making a nest in your muffler/exhaust system, put a piece of steel wool in your tailpipe. In the spring you can bend a metal coat hanger so you can insert the 'hook' end into the tail pipe and extract it.

Ventilation is the next issue that should be addressed while preparing the car for storage. A tightly tarped car will collect condensation, which in turn will cause the car to prematurely rust and cause mold to develop. Moisture condenses on everything, especially during temperature changes. Make sure the car is very well ventilated. If you must tarp the car, leave the windows open an inch or so, to allow air movement in the car's interior. Choose to have the soft top either up or down and leave it that way for the season. A cold soft top will not stretch into place and the vinyl may be damaged. You may even find that the hood itself will collect condensation, which then may run into the battery tray. And when you think your battery acid has again damaged the paint in your battery tray, it may well have been the condensation dripping into it from the hood that allowed the rust to develop.

Many people will place a small light in the interior of the car. A little 4 watt night light bulb will help to dry up any moisture in the car.

Joe Lynch

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## Local Sources

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*Editor's Note:* No Input this month

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## Rust in Peace

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*Editor's Note:* No Input this month

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## Notes from Members

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**From:** Joe Lynch [mailto:jlynch1@columbus.rr.com]

**Sent:** Saturday, November 15, 2008 11:39 AM

**Subject:** FW: New Spitfire

*New BT member with his new car. – Joe - P.S. Spitfires rule!*

**From:** Allen [mailto:banks2070@wowway.com]

**Sent:** Sunday, November 09, 2008 5:17 PM

**Subject:** New Spitfire

Well the levy passed and I'm with a new car! Here are some pics Joe. - Allen



**From:** Mark Uhlig [mailto:triumphlodge@comcast.net]  
**Sent:** Tuesday, November 11, 2008 7:42 PM  
**Subject:** Tryumpfh tRR6\*#

Reason #69 why the British articles are so difficult to read.



**From:** Mark Uhlig [mailto:triumphlodge@comcast.net]  
**Sent:** Tuesday, November 11, 2008 7:40 PM  
**Subject:** Hey! I just had these in a pile...

Reason #58 why the British are so unorganized in the office.



**From:** Mark Uhlig [mailto:triumphlodge@comcast.net]  
**Sent:** Tuesday, November 11, 2008 7:47 PM  
**Subject:** Nice Melons!



The nicest Melons are *Triumph Melons*,  
That's what all the produce-pickers say.  
No better place for a fella's hands,  
Than grabb'n those *Triumph Melons* all day

**From:** Mark Uhlig [mailto:triumphlodge@comcast.net]  
**Sent:** Tuesday, November 11, 2008 7:39 PM  
**Subject:** What?...Huh?

Reason #23 why the British are lousy communicators.



**From:** GaryN [mailto:garylaptop@columbus.rr.com]  
**Sent:** Tuesday, November 11, 2008 4:49 PM  
**Subject:** Triumph Chopstick Bra - Combining Cleavage With Conservation | Neil Duckett

<http://neilduckett.com/triumph-chopstick-bra/>

No words can describe this



**From:** Mark Uhlig [mailto:triumphlodge@comcast.net]  
**Sent:** Sunday, November 09, 2008 8:05 AM  
**Subject:** Good place to eat in Downtown Detroit.



**From:** photodelivery@fotozap.com  
[mailto:photodelivery@fotozap.com] On Behalf Of John Huddy  
**Sent:** Sunday, November 09, 2008 1:00 PM  
**Subject:** Check out my WD-40 photo from SEMA

Below is a link to a photo that was taken of me at the 2008 SEMA Show. Click on the link to view the photo:



[http://fotozap.com/?1661953\\_81ae9](http://fotozap.com/?1661953_81ae9)

For more information on WD-40, please visit <http://www.WD40.com>

**From:** John [mailto:johnjohnson@columbus.rr.com]  
**Sent:** Monday, November 03, 2008 8:47 PM  
**Subject:** 1936 Ford - Stainless Steel

This is the 1936 Ford Coupe built for and owned by Allegheny Ludlum Steel.

It was attending our open house and then was featured in a local parade with over 100 of our salaried, hourly and retired employees walking alongside.

This is 1 of only 4 in existence and is the only one currently in running & in roadworthy condition.





The car is in exceptional condition, with the interior and even the frame looking great.

All 4 cars each had over 200,000 miles on them before they removed them from service.

These cars were built for Allegheny as promotional and marketing projects.

The top salesmen each year were given the honor of being able to drive them for one year.

The V-8 engine (max 85 hp) ran like a sewing machine and was surprisingly smooth and quite.

I thought this was a much better looking automobile than the Ford Thunderbird that visited us last year.

FYI, the car was insured (we were told) for the trip to Louisville via covered trailer for 1.5 million dollars.

We were also told that the dies were ruined by stamping the stainless car parts, making these the last of these cars ever produced.

More information of the history on these automobiles can be found at Allegheny Ludlum's website:

<http://www.alleghenyludlum.com/pages/companyinfo/stainlesscars.asp>

**From:** rod yost [mailto:RYOST27993@roadrunner.com]

**Sent:** Wednesday, October 29, 2008 11:03 PM

**To:** bmiles@intinfo.com

**Subject:** It goes on and on, too much

If you like GM cars, you'll love this!

Punta Gorda, Florida is 50 miles north of Naples and there is a guy there with a GM collection that you have to check out.

Jay Leno would love this collection.

[www.tinyurl.com/bits-001](http://www.tinyurl.com/bits-001)

**From:** Joe Lynch [mailto:jlynch1@columbus.rr.com]

**Sent:** Monday, October 27, 2008 10:09 PM

**Subject:** Immke show

A portion of a note from Gail Larrick (from the PT Cruiser group)

We had our monthly Immke Car Show meeting Thursday afternoon. The dates for the show are July 10th & 11th, so mark your calendars. I also want to nip in the bud, any rumors that we are not having the show at Metro II. Jeff said we are welcome back always. There are a few changes I would like to mention to you:

Mike Albert the Elvis impersonator will be back for the Friday night show. Saturday night remains the same with Phil Dirt.

**From:** Roy [mailto:tr3a7n8@windstream.net]

**Sent:** Monday, October 13, 2008 2:57 PM

**Subject:** "Old guy Strikes Again"

Hey Bruce:

This is a few days late but I just got off cloud nine.

I was at Mid-Ohio the 6th for the Acura High performance course one

what a blast, I encourage everyone to take it. I am going back for the advanced course next spring because I had the fastest time in the Rally course 39.87 and got a \$900 certificate for same. Class was not to large so I had about 60 laps on the big course in the afternoon. On one lap when I was directly behind the instructor I hit 115 MPH on the start straightaway before the S's. I don't know which was louder the engine or my screaming! 40 years younger and I'd be after Sam to build me a race car. Everyone with a birthday coming up should be begging for this as a gift.

Got to go now ,maybe take the TR-7 out for a refresher run Ha.

Roy

## Events 2008 - Bill Blake

Date	Day	Event Description
12/1	Mon	Business and Social Meeting
12/25	Thu	Merry Christmas
12/31	Wed	Happy New Year

## Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00

BTC Logo - front

Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

BTC Logo - front

Large Wreath Logo – back

Golf Shirts with embroidered logos – 100% Cotton \$35.00

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.

Halkias Video on Valve Adjustment for 6-cyl TR's - \$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).

## Officers and the Fine Print

The Buckeye Triumphs Newsletter is a publication of Buckeye Triumphs, and the content herein is not officially endorsed by the staff or members of Buckeye Triumphs, their families, or lawyers. If you decide to follow the advice of anything inside this newsletter, you do at your own risk. We are all adults here, so if you do something stupid, own up to it and don't sue the club. Heck, we don't have any money anyway...

Club address: Buckeye Triumphs, 9023 Concord Rd, Johnstown, Ohio 43031 **Annual Dues: \$20.00**

General email: [buckeyetriumphs@BuckeyeTriumphs.org](mailto:buckeyetriumphs@BuckeyeTriumphs.org)

Web Site: <http://www.BuckeyeTriumphs.org>

Our current crop of Buckeye Triumphs Officers include:

President: John Johnson (614) 873-8245 <a href="mailto:john70350@msn.com">john70350@msn.com</a>	Vice President: Joe Lynch 614-444-1519 <a href="mailto:jlynch1@columbus.rr.com">jlynch1@columbus.rr.com</a>
Treasurer: Jim VanOrder (740) 967-2110 <a href="mailto:vanordergi@columbus.rr.com">vanordergi@columbus.rr.com</a>	Events: Bill Blake (614) 403-1074 <a href="mailto:billblake@thekayesco.com">billblake@thekayesco.com</a>
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Webmaster: Ann Gillman 614-891-3733 <a href="mailto:AGillman@aol.com">AGillman@aol.com</a>	
Technical Consultants: TR2's & 3's: John Hartley 740-753-1066 email: <a href="mailto:jhartley@frognet.net">jhartley@frognet.net</a> or John Huddy 614-846-2321 email: <a href="mailto:jhuddy@columbus.rr.com">jhuddy@columbus.rr.com</a> TR-4's: Bruce Clough 937-376-9946 <a href="mailto:clough@erinet.com">clough@erinet.com</a> TR250, TR-6: Robert Mains 614-890-7767 <a href="mailto:rmains1@columbus.rr.com">rmains1@columbus.rr.com</a> or Jim VanOrder 740-967-2110 <a href="mailto:vanordergi@columbus.rr.com">vanordergi@columbus.rr.com</a> Spitfires and GT6: Doug Braden 614-878-6373 <a href="mailto:braden.13@osu.edu">braden.13@osu.edu</a> , TR-7 & 8's: Ron Fowler 614-397-3685 <a href="mailto:tr8@att.net">tr8@att.net</a> Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member	

## Comedy Clips

**From:** Dave Hanson [mailto:[dahanson@woh.rr.com](mailto:dahanson@woh.rr.com)]

**Sent:** Saturday, November 29, 2008 9:59 AM

**Subject:** Valuable Information

To my friends who enjoy a glass of wine... and those who don't.

As Ben Franklin said: In wine there is wisdom, in beer there is freedom, in water there is bacteria.

In a number of carefully controlled trials, scientists have demonstrated that if we drink 1 liter of water each day, at the end of the year we would have absorbed more than 1 kilo of Escherichia coli, (E. coli) - bacteria found in feces. In other words, we are consuming 1 kilo of poop.

However, we do NOT run that risk when drinking wine & beer (or tequila, rum, whiskey or other liquor) because alcohol has to go through a purification process of boiling, filtering and/or fermenting.

Remember: Water = Poop,  
Wine = Health

Therefore, it's better to drink wine and talk stupid, than to drink water and be full of shit .

There is no need to thank me for this valuable information: I'm doing it as a public service.



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**From:** Sam Halkias [mailto:atr6racer@hotmail.com]  
**Sent:** Monday, November 10, 2008 3:17 PM  
**Subject:** FW: And now I know...

Manure... An interesting fact

Manure: In the 16th and 17th centuries, everything had to be transported by ship and it was also before commercial fertilizer's invention, so large shipments of manure were common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, it not only became heavier, but the process of fermentation began again, of which a by product is methane gas. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening

After that, the bundles of manure were always stamped with the term 'Ship High In Transit' on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

Thus evolved the term ' S.H.I.T ' , (Ship High In Transport) which has come down through the centuries and is in use to this very day.

You probably did not know the true history of this word.

Neither did I.

I had always thought it was a golf term.

Now you know "S.H.I.T."

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## **Classifieds**

**From:** George Barton <gbarton@advantagededs.com>  
**Sent:** Thu, 14 Aug 2008 10:22 am  
**Subject:** TR 4 For Sale

My wife wants to sell her TR 4. If you know of anyone please pass my email and/or cell phone along 614-218-6333.

[gbarton@advantagededs.com](mailto:gbarton@advantagededs.com)

George is asking \$9,500.00 and he says that it runs very well.





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Artie Clark (740) 504-8855

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#### Editor's Note:

My son Ryan and his friend Artie have begun working on cars in their shop located just west of Granville on State Route 16. These two young men have had a passion for all things automotive their whole life (Ryan built his TR6 from the ground up when he was 15) and are beginning to build a business of their own. Give them a call and talk to them about your mechanical needs. I'm proud to call them my mechanics!

### PARTS...PARTS...PARTS -

My parts business is located at 539 Cambrian Road just east of Urbana.

The phone number is 937 834-1690.

I can supply new parts, used parts and some NOS. I sell Moss, Roadster

Factory, BPNW, among others parts at dealer's cost to Buckeye Triumph club members. My website is [WWW.triumphparts.com](http://WWW.triumphparts.com)

Doug Braden  
Doug's British Car Parts  
539 Cambrian Road  
Cable, OH 43009  
PHONE (937) 834-1690  
[www.triumphparts.com](http://www.triumphparts.com)

### FOR SALE

75 TR6

I have decided to retire and move to PA to be near my son and his family, so I will be selling my 1975 TR6.



All cosmetics are new (interior, trunk, pimento red paint, top, bumpers re-chromed), and the engine was rebuilt by Sam Halkias with new stainless exhaust. It has overdrive and a roll bar. Price ~~\$12,500~~. Reduced to ~~\$11,000~~ Reduced to \$9,000 - If interested, contact Steve Hughes - 717-917-3591 - [shughespk@yahoo.com](mailto:shughespk@yahoo.com)

**FOR SALE**

**From:** Sheri Gentry [mailto:gentryunited2@yahoo.com]

**Sent:** Monday, October 06, 2008 8:22 PM

**Subject:**

Hello!

I am a friend of Joann Beal. She gave me your contact information so that I might provide you with some information regarding my 1978 Triumph Spitfire.



She mentioned that you are the president of the British Car Council and that you may have a way for me to advertise my car. It is brown in color, original paint, rag top, has about 51,000 original miles, and has a Weber carburetor, has always been garage kept, and has extras like a dust cover, boot cover, and tonneau cover. I have adjusted the price from \$5,500 to \$4,500. If you would let me know of anyone interested or where I might advertise it, I would be most appreciative.

Thank You,

**Sheri Gentry**

Physician Assistant-Certified  
 Independent Associate  
 Usana Health Sciences  
 13372 West State Route 163  
 Oak Harbor, OH 43449  
 740.360.2362

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