



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

www.BuckeyeTriumphs.org

Follow us on:



CONTENTS

PRESIDENT’S CORNER..... 1

EDITOR’S CORNER..... 4

ARTICLES 5

REGALIA 37

CLASSIFIEDS 39

CLUB INFORMATION 41

COMEDY CLIPS..... 41

A CLOSING SHOT 42

PRESIDENT’S CORNER



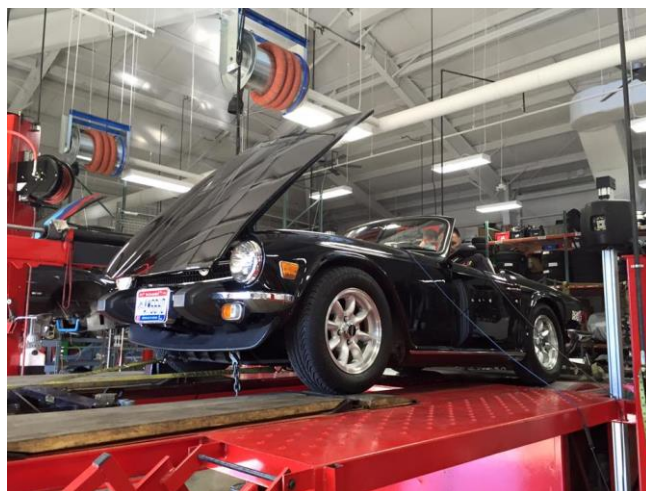
Well, another driving season is in the books. October was a fitting finish. It began with our October meeting at the Billman’s for our annual “Chicken Fry”.

Greg and Ann open their home (and Garage) to their annual event.



Great fun was had by one and all – over 70 participants this year. The weather was a perfect night for everyone to bring their car and enjoy catching up. Thanks Greg and Ann.





Gayle VanOrder was showing off her "Mohican Lodge" shirt in support of 2016 TRIals .

Next in October was "Dyno Day". Eric Finn has been working all summer to pull this together. Chip Vance at Auto Assets was our destination. I was not able to personally participate, but I understand that a good time was had by one and all.

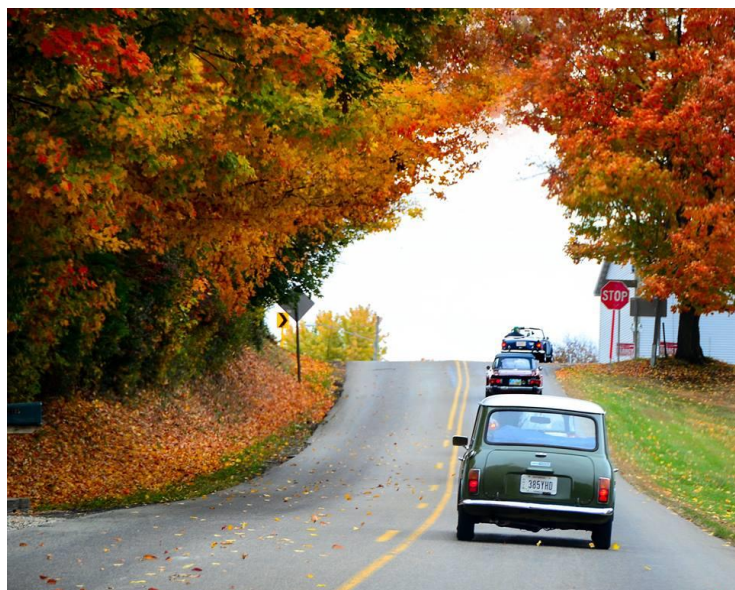
Also during October we helped John Huddy get his TR3 Body tub "off the shelf" and see the light of day for the first time in many years – It will be going over to Macy's Garage sometime this winter and rumor has it that we may see in on the road for the first time in a long time.



Many hands make light work.

Our final October event was our fall tour to Mohican State Park lodge. We departed from Granville, stopped

at an Amish bakery in Danville, had lunch at the Mohican Lodge, shopped for apples near Fredericktown and ended up at Whit's in Sunbury for ice cream. The weather cooperated for the most part, with a few spits of rain, but Sean Henry and I made it through the 109 mile run with our tops down. Pretty good for late October. Some spectacular photos from Greg and Ann Gillman along the way.



At our meeting in November we discussed that the BT Newsletter format had just about run its course. With everyone having email, our Facebook page and the web site – we sort of feel that the newsletter isn't as necessary as it once was. I will be making an attempt to do a monthly recap on the Facebook page.

Finally – Jim VanOrder has put together our first meeting for the planning phase of TRials 2016. All members that are interested in helping should come to our Kickoff meeting on Tuesday night, November 10th at 6:30 at the Rusty Bucket in New Albany. If you can't make the meeting, be sure to let me know how you would like to help. Our trip to Mohican Lodge in October helped everyone get a peek at the lodge, I think the venue will be a fun place to host TRials from.

 Bruce Miles , President, Buckeye Triumphs

EDITOR'S CORNER



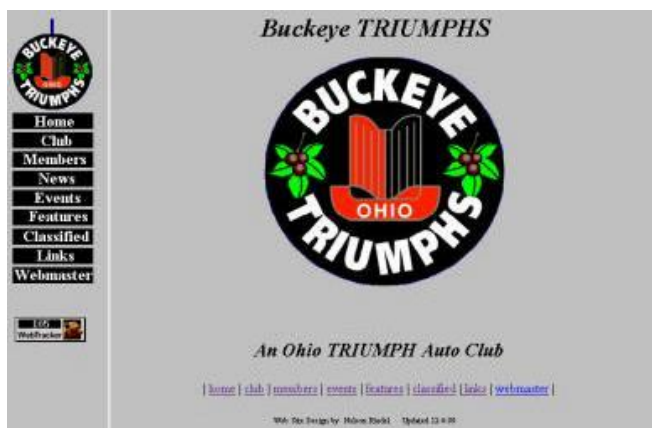
Ah, fall! My favorite time of the year. I love the changes that we see in nature as summer turns into fall and fall into winter. And I enjoy the events and trappings of the season, beginning with the festivals, pumpkins, and apple picking and ending with the

Thanksgiving Holiday. Plus, in my book, nothing beats a good fall drive when it comes to enjoying our beloved Triumphs.

The nip in the air and the changing and falling leaves also serve as a physical reminder of how all of life changes. No matter how hard we try, time passes and change occurs. Nothing in life is really immune to it.

That's true even in a club established to promote the *preservation* of Triumph automobiles. If we work hard to preserve them, the cars may not change all that much over time, but the club itself does. For example, new members join, old members move on. New events and activities are tried, while others are retired.

But one of the biggest areas of change has been how we, as a club, communicate. At its inception in 1998, Buckeye Triumphs communicated primarily via the newsletter. But not long after that, we created our first website:



Fast forward almost 18 years. Now we have not only a newsletter and website, but also a Facebook page, YouTube page, and Twitter feed – three avenues of communication that didn't even exist when the club started. And let's not forget email, which allows us to instantaneously communicate with the entire club.

So where am I going with this? For some time I've been thinking about the future of the newsletter. Since its beginning, the newsletter has gradually gone through changes. For example, it started as a print publication mailed to all members. Today we post it as a PDF on the website for members to download.

It was with these changes in mind that I, as editor, began to wonder about the place of the newsletter with regard to how the club communicates in the modern internet age. If you look at the older newsletter issues, you'll see that one of its primary functions was serving as a means of communicating with members – letting them know of upcoming events and such.

But as time has passed, our website, Facebook page, and emails have really become the primary, and much quicker, vehicle for such communication. And as for news, tech articles, photos, etc., the Facebook page, YouTube page, and website have become the repositories for such things.

With those thoughts in mind, along with Ann Gillman's request for someone to take over as web editor (and a well-earned kudos for Ann's work over the years), I approached Bruce with this idea - what if we ended the newsletter and moved everything that traditionally would be in the newsletter to the Facebook page, YouTube page, or the website. As part of this, we could then combine the positions of "Newsletter Editor" and "Web Editor" into one new position – possibly "Media Editor" or some other name. It made sense to both of us, so at November's monthly meeting we presented the idea to the group, which was unanimously approved.

So where does this leave us? As much as it pains me to say so, this will be the last newsletter. But fear not! We won't be losing anything. Everything that we've traditionally included in the newsletter will be moved to either the Facebook page or the website. This means that instead of waiting a long period of time in between newsletters, and then receiving all the content in one large document, we can begin to post articles, pictures, etc. on a more frequent basis.

To this end, I'm going to work with Ann Gillman to take over and update the website. My plan is to work on it this fall and roll something out in early winter. So in the meanwhile, if you have suggested changes and improvements you'd like to see to either the Facebook page or website, let me know.

With that, I'll leave you with the famous words of Bob Dylan, "The times, they are a'changing."

John

ARTICLES

Bill & Jen and Don & Carole's (and Jason, too) Trip to the Glen!

*Written by Carole Olshavsky
Photos by Jen Reinheimer & Don Olshavsky*

Day 1: BR, Curb Your Enthusiasm



The four of us took off in the TR3 and TR6 about 9:00 a.m. on July 23rd from Dublin for the long drive to Corning, New York. We

successfully dodged rain clouds all the way through northeast Ohio. However, by the time we made it through the Cleveland area and close to the Pennsylvania border, we realized there was a problem with the TR6 - gas spewing into the engine compartment - not good! We stopped at a Ford dealership (mainly for the restrooms and the big parking lot) in order to figure out our next steps. Lo and behold there was a mechanic in the area that specialized in foreign cars and he was able to stop the leak temporarily.

The second crisis was that once we stopped to check out the TR-6, Don's TR-3 refused to restart (it's just like little kids- if one gets attention, the other one asks for it as well). It turned out that the wire for the starter button had popped off and was just hanging there under the dash. With a temporary fix, we were able to get under way again, but the wiring problem continued for most of the trip and at times the car had to be hot-wired to restart it. Observers were curious about Don doing that, but nobody accused us of trying to steal the car.

Between road construction, detours and nature stops, the trip took longer than anticipated, but we pulled into Corning about 7:30 that evening. We checked into the luxurious and highly recommended Corning Inn on the outskirts of town (\$79.00/night).



We had picked Corning as our home base for several reasons not the least of which is that it happens to be Bill's home town, but

also because it is home to the Corning Museum of Glass (on Carole's bucket list) and very close to Watkins Glen. Bill took us to one of his favorite restaurants in downtown Corning for a superb Italian dinner, but we hit the sack pretty early after that long drive (we are old, you know).

Day 2: The Drive was Great and I'm not Talking about Golf!

Wednesday morning dawned bright and sunny and cool – perfect weather and no sign of rain! First task was to find a garage that could help with the car issues. Paul, one of Bill's high school buddies saved the day by steering us to King



Triumphs and owner Jim King. Turned out the float valve was sticking on the TR-6 and a good swift tap on the float bowl with a wrench broke it loose and all was fine. Sophisticated tools and a complicated repair job! ☺ Jim was also able to come up with a temporary fix for the starter wire on the TR-3 and we were off to Watkins Glen!

The Vintage Car races were scheduled for the weekend at Watkins Glen and on Wednesday before the race,

they allow amateurs on the track, and we had an appointment at 11:00 am to drive the Watkins Glen Race Course! What a thrill that was! We were first in line (we cut in line ahead of an Escalade) and were followed by about eighteen vehicles - everything from our Triumphs to a Porsche to a mini-van. The only rule was that we had to stay in position behind the pace truck and that our maximum speed would be about 55 mph. The fun news was that the pace car got us up to about 85 mph for a total of three laps. We had to swerve around a lawn mower at one point, but otherwise just sheer fun. After the second lap, we stopped at the finish line for pictures - pretty cool standing at the finish line at "The Glen".



Heading back into Corning, we stopped at one of Bill's childhood hang-outs for lunch and actually ran into someone he knew! Not to mention the

really great hot dogs and fries! Word is that he is legendary in the Corning area – he'll have to tell you why.

The city of Corning itself is well worth the trip. Home to the Corning Glass Company, it has an adorable restored downtown area with lots of great restaurants and shops. It was probably a good thing for the budget that Jen and Carole never found time to shop in the stores.

The Corning Glass Museum is spectacular - both the architecture and the exhibits. Unlike most museums, where light has to be carefully controlled, a glass exhibit loves to take advantage of lots of light including natural light. The most recent addition to the museum has won national awards for its architecture – the building is almost all glass and the interior is flooded with light from windows and skylights creating a wonderful atmosphere to highlight the contemporary art glass. We had an official appointment at the museum at 2:30 p.m. with the Curator of American Glass. Carole's great-great-grandfather played an important part in the development of the glass industry in the early 1800's and just mentioning his name gave us VIP treatment at the museum. The Curator, Kelly Conway, took us on a two hour tour highlighting all of the antique glass that came from the companies that Carole's ancestors had been involved in. A special thrill for Carole, but Jen and Don enjoyed it as well. Turns out that Kelly's parents live in Dublin!



As our official Corning guide, Bill picked a great steak restaurant in downtown for dinner and we were joined by several of his friends from high school. Great group of people and lots of wonderful food, drink and stories completed the day.



Day 3: Wine-Not

Thursday was intended to be a more relaxing day with a

scheduled visit to the surrounding wine country, but first we had to head back to King Triumph to work a little more on the starter wire. While Don and Bill had just barged in on Wednesday, this time they had an actual appointment. What would a trip in a vintage car be without some mechanical issues! Jim King actually turned out to be quite a find and while we couldn't talk him into moving to Columbus, both Don and Bill thought it would be worth considering the seven hour drive if they needed major work on their cars. Needless to say, Jim King comes highly recommended. He typically gets tied up with last minute work for the vintage car week at Watkins, but was more than willing to help with Don's car. With luck the wiring would hold until we got back to Columbus.

The wine country drive took us up and around the west side of Lake Keuka, one of the Finger Lakes - absolutely beautiful country. We visited the town of Hammondsport for lunch and attracted the attention of some little kids who were busily taking photos of the cars. We then headed up to Dr. Konstantinos Frank's Winery and the same kids were there, so Don let them try out the TR-3 (just sit in it) and made their day. The wine tasting was a lot of fun and of all the red and white wines that we tasted, we agreed that their Semi-Dry Riesling was the best. We indulged in a full bottle for ourselves while we sat on the balcony at the winery with a view of the lake and the surrounding countryside. A habit one could easily fall into!

Heading back into Hammondsport, we met up with some other friends of Bill and Jen's for dinner at another fine restaurant. We walked out of the restaurant onto the town square, to discover that there was a concert in the park. We grabbed a bench and listened to good bluegrass music until it was time to head back to the hotel. Another glorious day of sunshine, car rides and good friends!

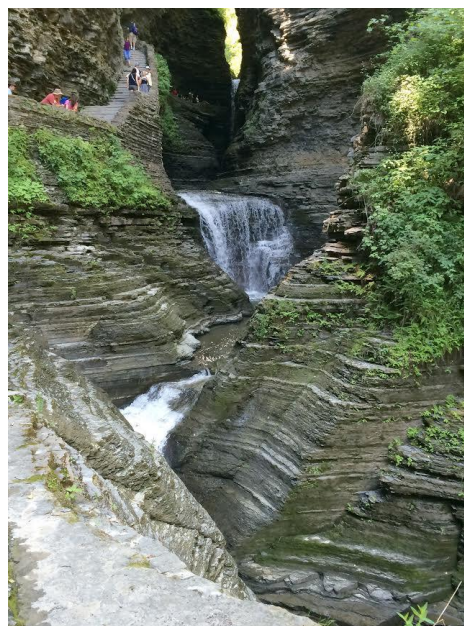
Day 4: It Started Out as a Gorge – ious Day!

On Friday we headed back to the town of Watkins Glen located at the foot of Seneca Lake with plans to visit the Watkins Glen gorge and then head to the track to watch the qualifying races. Again the weather was spectacular with lots of sun and relatively cool temperatures. The biggest surprise of the trip for Carole and Don was Watkins Glen State Park and the Gorge Trail. Located right on the southern edge of the town, the park is primarily a spectacular narrow gorge with trails along the rim as well as down through the gorge. We took the gorge trail from the top and hiked about a mile and a half in distance, but descended over 850 feet. The trail follows the creek and takes you past water sculpted rock and 19 waterfalls. Each turn in the path brought us to

another breathtaking waterfall or rock formation – we walked over waterfalls, under waterfalls (you do get a little wet) and alongside others. It's taken mother nature



over 10,000 years to carve away the rock and create this wonderful and rugged glen. The word "glen", by the way, comes from an old Greek word meaning "small, narrow, secluded valley". What Bill and Jen learned was that it is darn near impossible to get Don



away from a photo op like this gorge. They waited at the foot of the gorge for a long time before we caught up!

While we haven't lost Don on any of these trips, there are times when we've come close. Overwhelmed and slightly fatigued by the hike, we headed into the

town of Watkins Glen and enjoyed a terrific lunch sitting on the shore of Seneca Lake. We explored a little bit of the town, but were anxious to get back to the qualifying



races at the track. With a weekend pass, you can pretty much explore every area of the track and we did. We found Jason and his friends camping in

the infield near the start of the "S" turns. We tried out the bleachers and picked out spots to watch the Saturday

races. The vintage races don't attract the crowds that the Nascar races do, so the atmosphere was informal and it was easy to explore.

After a full afternoon of the Glen, Bill led us on a little side trip to see the waterfalls in the town of Montour just up the road from Watkins Glen. Easily as spectacular as the individual falls in the gorge, this waterfall is right



along the road in the middle of the town. Nice view from your backyard if you lived there!

Heading back towards Watkins Glen, we went to the Seneca Lodge for dinner.

Jason and his friends were at the lodge as well along with large groups of race fans. We did manage to head back to Seneca Lake after dinner for

a short time to enjoy the view of the water with a couple of good drinks.

Day 5: Zoom! Zoom!

Unbelievably, Saturday again started off with bright sunshine and reasonable temperatures. After an early breakfast in town with our new Corning friends, we headed back to The Glen to watch the vintage races. While there were many more people at the track on Saturday, you still could take your pick of places to sit and we roved around all day. However, we also



discovered that Jaguar had an autocross course set up with a whole group of new F-Type Jag's to drive on the course. Carole was the first to

sign up, but Jen, Don and Bill quickly followed suit. You had your choice of driving the car with a professional race car driver in the passenger seat, or riding in the car with the pro doing the driving. Carole, Jen and Bill opted for the safer but wildly exhilarating ride of a life time with a race driver. Bill and Carole both ended up riding with ten time USAC Champion, Tony Hunt; while Jen took off with Mark Wolocatiuk. I'm embarrassed to admit it, but I still think the ride was over before it started. Tony flew through the course starting with flooring it at the starting point and going through the turns incredibly fast. The car's performance was amazing – we all wished we had one and could drive like that. Don, on the other hand, opted to drive the course. Like Carole and Bill, his pro was also Tony Hunt. Don made us all proud with his driving and even Tony Hunt complimented him on how well he handled the car. Turns out that Jason went on the same ride on Friday and was teamed up with legendary drive, Roberto Guerrero. It took hours for the adrenalin rush to wear off!

We stayed at the course until late afternoon but headed back into Corning for dinner and this time met Bill's best friend from his childhood days, Paul and his lovely wife Diane.

Day 6: Home Sweet Home?

Alas, the time had come to head back to Columbus. This time the weather didn't look so good, so we had the car tops up and windows and side curtains. It turned out to be the hottest day of the week and as we all know, the cars get mighty warm all closed up like that! Of course, taking those precautions ensured that it didn't rain all day (just a few drops in Delaware, Ohio). The trip home was again long, but relatively incident free until the TR-3 refused to start back in northeast Ohio, not too far from where the first incident occurred but this time at a gas station. With the help of some other motorists, we were able to get the car restarted and made it the rest of the way. Unfortunately, Bill's luck ran out just as we passed through Delaware when one of the brackets on his tail pipe gave out. We limped back to our house without incident but repairs are still to be made to both cars.

We packed a lot of activity into this trip and it was worth it. We all thought it was an amazing adventure and one we will remember for a long time! We tackled the Glen and made it ours!

Putting Your Triumph to Sleep For The Winter

Written 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.
- 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.

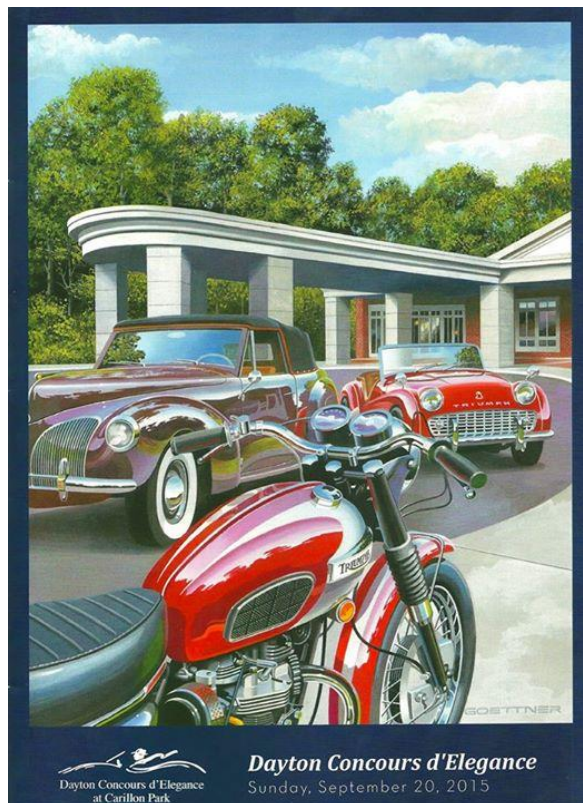


Brigitte Bardot

A photo taken on May 1960 at Joinville's studio shows French actors Brigitte Bardot (2nd L), Sami Frey (L) and film director Henri-Georges Clouzot (R) on the set of *La verite*. Bardot sits in a Triumph TR3. (ARCHIVE/AFP/Getty Images)

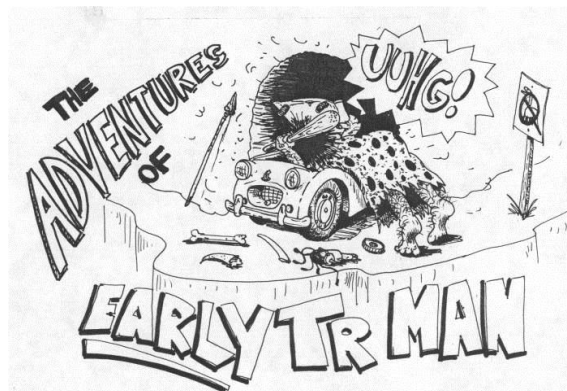
Buckeye Triumphs at the Dayton Concours d'Elegance 2015 Celebrating Triumph, "Two Very Different Icons" motorcycles and automobiles.

Bruce Miles and I applied to enter our Triumphs and were accepted by director Mike Edgerton. Ted Bailey rode shotgun as we arrived on the show field at 9am. The volunteers guided us to the front of the field along with another TR 250, owned by Tim Moore of Dayton. Tim said the BT web site is the best and asked where the technical articles came from? They had sheets with our information in front of our cars. The show opened at 10am. I think Bruce and I would agree that our cars were seen and admired by more people on this one day than had ever seen them ever. The paid admission crowd was large and steady. There were two real AC Cobras showing and a nice Healey. Carillon is a beautiful park with many reproductions of historic buildings with this amazing array of cars and bikes. Special note goes to www.brockmastersons.com for their catering job. Amazing crab cake sandwich their 3 potato hash. Super fun day! Fly over at noon by the Wright Flyer was awesome. Buck and Sean came just after noon: I am sure they were surprised by the two BT member cars as they entered the show field! www.daytonhistory.org



Dayton Concours d'Elegance
at Carillon Park

Dayton Concours d'Elegance
Sunday, September 20, 2015



October 2015 Bruce Clough (bclough@woh.rr.com)

Okay, he's farting around with the windscreens again!

Remember a couple of years ago when I was trying to find a windscreen I liked on the Grey Ghost? First I went with the stock windscreen, but found it boring and not very sporting (and also I was having a fit trying to get a bottom seal that would work and the glass was delaminating and I'd have to get new glass soon – practical things).



So I decided to cut down a spare windscreen I had – this was very cool...



Anybody else every had trouble with their plastic brake light switch failing? Moss Motors sells a durable replacement for about \$21 shipped to your door. Pelican Parts (www.pelicanparts.com) sells the same switch for about \$9.25 s&h included. PN 61-31-1-368-786-M323 or search for a brake light switch for a BMW 2002. It is made by FAE, an OEM manufacturer in Spain. An easy replacement on the TR6.

...but also left me looking through the bar on the top of the windscreen and I never could come up with a decent rear view mirror!

I then decided to go with Brooklands screens, but I could only find one new one for sale across the USA, so I bought a part of replica Ken Richardson Test Drive Plexiglas screens that looked pretty cool...



Fast forward a year – the Plexiglas screens are cracking on several edges. Bummer! I could stop-drill them and glue, but that would look bad – worse than my self-engineered solutions usually do. So, I took them off and found another Brooklands Screen (for some reason now there are many of them available), mounted both screens, then found out too much wind makes it under the screens, so I built wind deflectors to cover that gap.



There is more wind to be sure, but at least I can fully snap the tonneau, and it does look a little “cooler”...

Okay, he’s farting around with the lights again!

I can’t help it! I really can’t. It’s a sickness brought on by long years of engineering. Last month I stuck the Superbright LEDs H4 LED bulbs in the car – the patterns was better than when they were in The FrankenStag,

and I thought they were livable until I spent about an hour driving the car at night. They just are not what I’m looking for, especially pattern, after living with modern cars, so I got another pair of Truck-Lites 7” LED “sealed-beam” headlamps. Huge difference.



Truck-Lite 7” Headlights at low beam

I can’t say enough about these headlamps as replacements for old 7” incandescent sealed-beams. Light is brighter, whiter, stronger, and uses a lot less current. Installation was easy and instructions good.

I want to be seen clearly now! Part II

I wrote this over a year ago:

I like the idea of daytime running lights, but I don’t really want to run headlights all the time. Modern cars now are using LEDs for daytime running lights, so I headed out to the local auto parts store and bought a pair of LED “Driving lights”. No way are these driving lights since they do not put out anywhere near that light, but they put out enough to be seen in the daytime.



Daytime Running Lights

I mounted them just under the bumper on the nose. The nice thing about LEDs is since the power consumption is much less than incandescent bulbs I can connect these directly to the ignition circuit so they come on when the ignition is on – no

need to add a switch (just a fuse to the light wire to handle any shorts – 1 amp fuse)

Okay, fast forward to now. I finally had a chance to really look at these during the daytime and they really don't put out that much light, less than other DRLs, much less. I do want to be seen, so I headed off to the Web and found a pair of these:



Bright (10W) LED lamps, narrow beam (25 degrees) and well-made polished aluminum housing. I mounted them under the bumper where the old ones were and added a separate relay and power line. The prior ones were powered directly off the ignition, these are powered off a separate circuit and engaged by the ignition.

Wow, what a difference. You can see these clearly during the day, and at night they are a bit distracting, so I had to design a circuit that would only allow them to come on when the lights were out (like daytime driving) or when the brights were on anyway – that added another relay. (Essentially I told them don't come on when the low (dip) beams are on).



DRLs for sure!

Now came the issue of the turn signals. The prior headlamps had LED turn signals built into them.



H4 Insert Headlamps with LEDs built in – anyone want a pair?

At the bottom of the lamps were a semi-circular row of LEDs that blinked amber. Since I replaced the headlights those were now gone. I needed turn signals, but what?

I tried to blink the DRLs, and that worked during the day, but since they were arranged to only work at night with the brights on this was a problem for night driving. The solution was separate LED turn signals, but what? I didn't want to mount anything on the grill, and I didn't want anything on the bumper, or the bodywork. I tried to find units that could mount behind the bars in the depression in the inner fender for the original turn signals, but I couldn't find anything that would fit.

And then it hit me. "What would 'Pimp My Ride' do?"

Exactly, I back-lit the grill opening with bright LED strips.



Yeah, it's a bit over the top, but on par for The Grey Ghost...now I just need a pair of Alfin brake drums...

The Continuing Adventures Of...



Late TR Guy!

Bruce Clough

October 2015

In late August we had the chance to take a weekend off in Michigan, touring wine country on the west coast, and we took Inca the TR7. We did over 600 miles on this tour, no real failures for the TR7, but we did notice a few things:

1. Tail lights were weak.
2. First time we tried them one headlight didn't want to come up. Cycled the switch a few times and it began to work
3. Headlights were marginal – I thought this had the Hella H4's and Silver Star Sylvania's in it, but the light output didn't show it.
4. Trunk bottom had some standing water in it and the trunk mats were wet.
5. Had some drips from around the windscreen – it's coming in around the glass itself, the top was pretty tight.
6. Heater blower only worked on 1 and 2 settings, not 3 or Max.
7. This stick shift is kinda long...have said that since we've owned it....

So, I had a few things to work out.

Tail Lights

I've been through weak tail lights before on TR7's – on Freebie actually. Issues were very similar and what I did was very similar to what I did back in 2009 with a help from a bit better technology. The following is what I wrote up for a 2009 Marque on TR7 tail light upgrade. Where things are a bit different this time I'll note it with comments in a shaded box!

And now the old article:

Upgrading tail lights

This all got started when Odd (pronounced "ode") Hedberg from Sweden told us on the Wedge email list of his adventures upgrading his TR8 lights to LED – especially the back ones.

I had been toying with doing this when I went "all-LED" on the Stag a year or so ago, but at the time the LEDs were just not bright enough to be used in locations where they have to go in sideways, such as TR7 taillights.

Well, now we have a new breed of lights, surface mount lights that are brighter than older LED types, and some lights can product 3 watts or more of output – this is more than normal bulbs. Time to reconsider.

Another thing I wanted to do was to use the rear fog lamp as a rear fog lamp and not a stop light. If I bought some dual-filament bulb holders I could turn the separate tail light and stop light areas to both being stop and tail lights – doubling the light output. HmMMM.

Odd told us that Tex Automotive out of the UK sold dual filament bulb holders that will fit the TR7 holes, and I got enough of them to do both wedges ☺.

Note – finally got around to doing that!

But wait – before he could have any fun, he had to take off the front turn signal lenses to polish the plastic lenses. Yes, that's right, he decided to do something he really didn't have to, tempted fate, and lost. Okay – so I found out that the right hand side light had a missing mounting stud – really missing – ripped off the housing missing. The dreaded prior owner (DPO) tried to take this off at some time and busted off the stud (notorious for that).

Okay, so what to do. Hey, I'll order a new one! \$70. Okay, well maybe I'll save money and get a used one from ebay. Cheapest was \$24 and they all had busted studs. Yikes!

Okay, fix what you have – I attached a 5mm bolt to a washer cut to fit the housing, scuffed up the mating surfaces – and epoxied the bolt/washer on. Ta-da, instant stud. I will use a bit of anti-seize when I put it back together...



New stud epoxied on the old front turn signal housing – new stud to the right

Where was I? Oh yeah, LED bulbs...I also went on line to buy a few different LED bulbs before I settled on a specific type for a specific application, but more on that later....

Fixing the sockets

First thing I had to do was install the new bulb holders. I thought this would be simple, all I need to do is add two wires and two connectors. Simple right?

Right.

I went to really look at the sockets in the light housing and I noticed that the gasket between lens and housing was a lot worse off than I had originally thought – so bad part of it was falling off on the passenger side housing. After taking it apart the gasket fell out in numerous pieces and I noticed the chrome plating was peeling off on the reflector area. Shipwright's disease again. Google that...



Old Tail Light Lens Gasket. Old gasket that has fallen apart. Bad gasket, bad!

Out came the 0000 steel wool, and off came the plating – it seems to be about 3 atoms thick. Painted both with

chrome spray paint – nice and reflective again, and with LED light the paint won't get any heat.



Original tail light housing, The other was worse than this...



Restored tail light housing – shine on, shine on harvest moon...

Note – I still had the chrome spray paint left from Freebie, but I had to order both housing-to-body and lens-to-housing gaskets – all were shot. I had to use Victoria British or pay Rimmers shipping charges. Turns out that VB uses the same vendor as Rimmers does. Both gaskets were a smidge too small, so they had to be stretched a bit to get in position, but once there they sealed. You cannot buy gasket material at local car stores for this – it needs to be think black foam plastic.

The wiring was simple, and of course I soldered the connections and used shrinkwrap over the connections – don't use the crimp connections if you have the time, do it right. I added a wire to the turn signal since I will eventually convert the side marker lights into combo LED running and turn lamp indicators.

Note – I also added ground wired for the dual filament bulb holders – they had an earth lug, so why not use it? Can't remember if I did that for Freebie or not...



Wiring for the dual filament sockets

The LEDs

You only have a gazillion choices on the web. I decided to go with surface mounted LEDs arranged to give off light over most of a sphere to ensure I get a good distribution of light from TR7 rear sockets. I tried two types, one using 18 surface mount LEDs, the other using less, but higher power surface mount units.

I've given up on the LEDs that seem to be normal ones jammed all arranged together, such as the ones on the Stag. Light output is marginal – need more light to make sure I'm seen during the day.



Repainted housing in body for trial fit – not my high-tech retaining clamps – I go through quite a few of those ties rebuilding things.

So I've gone to using newer surface mount technology - less LEDs per light, but higher output. This is critical for wedge use since only one of the four lights in the rear housings are actually pointed towards the lens – the others are a 90 degree angles. Need to get good light coming from the sides also.

Back to the lights

LEDs – Light Emitting Diodes – solid-state devices that can last thousands of hours. They've been around since the Seventies, but now we've figured out how to get a lot of light output from them, enough for flashlights and, car bulbs.

We used several different types in the TR7. They are seen in this crummy picture:



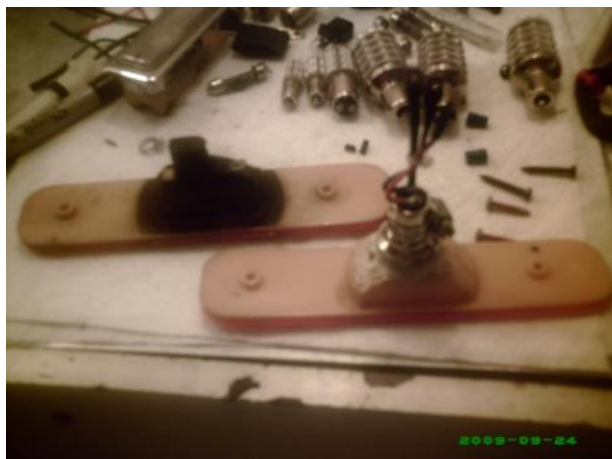
To the left is a 12-LED 1157 amber light that will go in the side markers in front (more on that later) all LEDs are aimed in one direction. Just below that is a white 9 LED BA9 (9mm base) that will be used as front running lights. Just to the right of the 12 LED bulb is a red 18 LED 1157 that I will compare with the 13 LED 1157 that used different LEDs – the brightest will be used – these are arranged to fire on sides and front, best for reflector housings light the back of the TR7. To the right of the 13 LED light are two types of 63 LED towers – they use less powerful LEDs, so they use a lot of them! They are old-school, but cheap.

I ended up using 13 LED lights in the back (two red 1157, one amber and one white 1156 on each side) and the white 9 LED and amber 63 LED up front. I also went to clear lenses up front since the 63 LED lights were amber – that should give the car a more modern look. Below the lights are the three-LED festoon lamps I used to replace license, trunk, and door lights.

Note – Lighting technology has come a ways since 2009. Now you can get LEDs brighter than the regular bulb from numerous vendors using the latest LED technology, but you still have to ensure you have enough lumens for the job. I use SuperbrightLEDs.com units since they rate the lumens for the bulbs and I can compare that to the normal incandescent.

I mentioned that I was going to use the 12 LED lights in the side markers – that's so I can also have them flash

with the turn signals – another safety feature. Here is a shot of a before-and-after, showing the mod:



Essentially I cut a hole big enough to stick the light in, then used Liquid Nails to glue it in and Plumbers Goop to seal it. Ground connection was made using a discarded fuel line hose clamp and the running/turn signal wires were soldered to the bulb.

Wait – you say – you had to ruin the light housings – you can't take them back to original! Don't loose any sleep – they were already busted, held together with epoxy glue and wire ties. This actually makes them more structurally sound, if you can believe it!

Well, try one was a bust. As I told the guys on the Wedge Email list:

Well, you'd think I'd know after being an electrical engineer all these years - that I shouldn't expect to hook a bunch of diodes and an electronic flasher together just as the old filaments and bi-metallic strips were and expect it to work.

But I did. And I did this without beer.

Clough, what are you talking about?

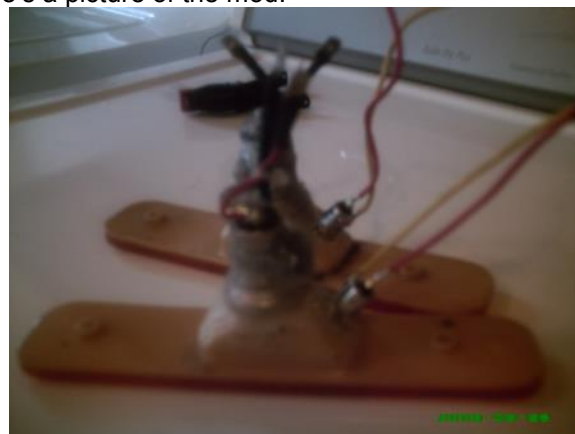
The dual driving lights/flashers for the side lights. I'm doing this to get the side markers to flash when turning. If you connect them up as you would incandescent filaments using the electronic flasher unit they will only work for turn signals, and you get to choose high or low brightness.

Huh?

Okay, I was lazy and decided rather than the elegant "reverse engineer the circuit, figure out the issue, and build a fix" I took the brut-force way and added another LED bulb to the side

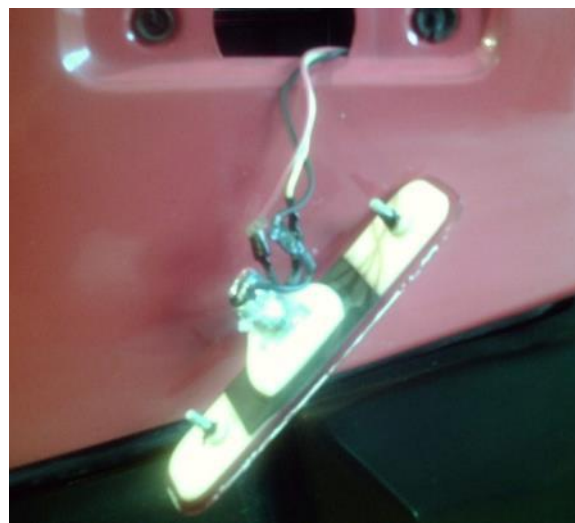
lights. They will see me know, in fact, half the state will. And it doesn't really use much more current!

Here's a picture of the mod:



You're right – this is getting complicated, but remember – it's a hobby! The back light mods were similar except I used red 12 LED 1157s – and I checked to make sure they would work in the dual circuit – which they do!

Having to use only one light assembly made it much nicer – here is one ready to be installed in the car – note that I had to run the extra turn signal light wire to it.



I know –a great picture! Sorry – it's that \$50 digital cameras/camcorder/MP3 player again! My phone takes better pictures!

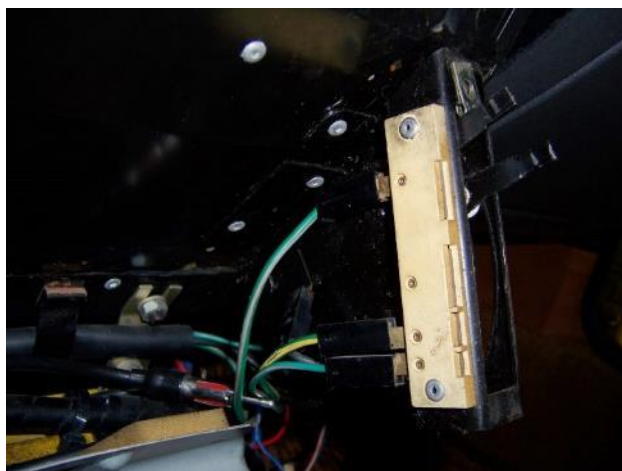
Note – since I didn't want to mar the existing front side markers, and I didn't have another pair, they are just side markers on Inca, no turn signals here!

Okay – so now it’s about a month later, +/- \$150 for a bunch of LED bulbs, shrink wrap-tubing, materials, and a headlight bracket. How is it? I like it – the LED bulbs result in a just as bright light (more in terms of brake lights) with a lot crisper turn on and less current draw- neat! The weight distribution is better and I got a lot of clutter out of the engine compartment. True we did lose trunk space, but I can always actually use the luggage rack. I also learned a lot about what Goop can be used for!

Note: One thing that has changed is that what cost nearly \$200 five or so years ago now costs \$300 – albeit with brighter/better lights. One might ask why I didn’t go with some Lite-Zupp units here – although they make the 90 degree lights that fit, I wanted 360 illumination to fill up the reflector. Okay – that’s all the old stuff, now back to the future!



Obvious simple fix, just watch:

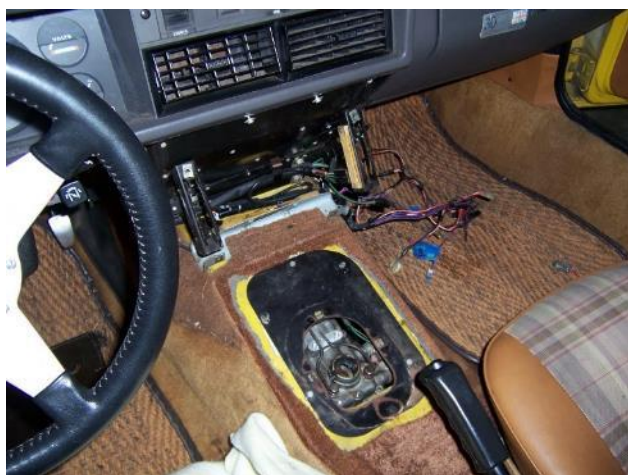


There, done! QED! Wow, I wish all of life was that simple! The connector fell off. Nice. Now all speeds work like a charm!

Heater Blower

From the symptoms and how the circuit is designed my guess was a broken wire or broken resistor unit (a variable resistor with discrete steps that determines fan speed). I was close it turns out.

Of course, to get to the heater motor resistor unit you have to take off the center console, mid-dash, and the radio has to be removed. This is the level you have to go to for clear access:



I took out the shift lever so I could do another fix (more on that later). The yellow vertical strip in the center dash area is the resistor pack. I immediately discovered something:

Shift Lever

Alice has had a general complaint that the shift lever is too long and her knuckles hit the radio sometimes if she is not paying attention to shift. Bruce has had a general complaint that the shift lever is too long and his knuckles hit the radio sometimes even if he is paying attention. We’ve had a shifter to use as a replacement around here for a couple of years, a gift from Ted Schumacher. Since I have the lower dash apart anyways I might as well try replacing the one in the car with a shorter one. Eyeballing length, I figured I needed to shorten this about 1.5”. I wrapped a piece of masking tape where I thought the top of the threads should be:



I then dug out the shifter Ted gave us and lined it up next to the original shifter (and it is the original shifter in the car), interesting:



The one Ted gave us was almost at my guess. I decided to use it without modification. Why the difference? I asked the Wedge List and got this reply from Tim Greenlee: "The lawyers at British Leyland thought the shifter length had to increase with the Federal bumper requirements." Now you know...

Prep was simple, clean and paint the lower shaft (did you know the unit that sticks in the tranny and the shaft itself are separated by a rubber isolator? Someone should tell them it doesn't work...). Put it in and it shifts (don't lose the "f" in "shifts" folks. BTW, if you do, the Word spell checker doesn't tell you a thing...) fine and my hand doesn't hit the radio.

Center Console

Wait – this wasn't on the list. Shipwright's disease. I noticed when I pulled it out that the read mounting points had crumbled away:



You can see the chewed-up mounting holes, the lower ones. The top holes are what the lid/armrest attaches to and that was badly cracked from the right hole in the picture above to the back edge. Reinforcement was required. Got out my trusty aluminum bench stock and fabricated a back bracket for the lid mounting points and a pair of brackets for the mounting points to attach on the inside of the console. Before I attached the aluminum pieces with good epoxy I tried to glue the cracks shut the best I could. Good thing this was cheap and made of styrene, Testor's Model Cement worked perfect. Here's the console with the supports glued on:



Needless to say that is holding it.

Center Console Lighting

This is an experiment in progress. If you have a Wedge you know that the dash lights are pathetic compared to a modern car. The center console lights shining down on the heater controls are the most pathetic of them all. These are little incandescent units that are mounted in a spring steel clip attached to a separate mid-dash piece arranged so they shine down, but they have to shine down through a dark green filter. Even with new lights (and the ones in Inca are about four years old) the light cast is dim of dimmer (did I say the instrument lighting Rheostat is bypassed totally – this is max voltage to the instrument lighting).

Just for kicks when I put the center console back together I took out the green filters and used my remaining LED lights of that size (cool white ones, remainder of the last time I tried this) on one side. A check showed the incandescent lights were probably a bit too bright, but the LED ones were about right. I need to order two more...

Headlights

The raising/lowering issue was just corroded/oxidized connectors. Snap them apart, hit them with contact cleaner, wipe, and reconnect. They now work fine, but while they were up I really looked at the lights. Not Hella H4's, but Autopal H4s. Looked at the bulbs – not Sylvania Silver Star, but some nameless lights. A target of opportunity now presented itself.

Ever since farting around with the LED headlights in The FrankenStag I've been wanting to try out the "sealed" LED units Truck-Lite as well as other vendors, both reputable and cheap Chinese knock-offs, are selling. Although the imported units are at least \$100/pair cheaper than the US-made Truck-Lites, the Truck-Lites have a rock-solid reputation, great reviews, and longest warranty. These used to be \$700/pair, but the march of technology has really reduced the price, so I bought a pair.



Truck-Lite 7" Headlights



Lites Off

They look decent on the car, and OMG, I can see clearly now!



Lites On!

On the initial drive at night I noticed that these are aimed up a bit compared to the AutoPal halogens. They are brighter, and the light is the whitest white. This is a vast, vast improvement over what was on the car. If you get a chance, do this upgrade.

Speaking of LEDs – I took the pair that was on The FrankenStag that gave weird patterns and put them on The Grey Ghost – the patterns seem a lot better – will report back on this since maybe it was just the smaller body/lens of the 5.75" that was screwing the light pattern up.



Later note – the light pattern is better with the larger reflectors, so I left the LED bulbs in.

Even later note – I got a deal on another set of Truck-Lites, so those are on now – look for the Early TR Man...

Trunk Leak

Little did I know when I was wiping up a little leakage on Saturday and Sunday mornings that Lake Inca was under the spare tire. We had about an inch of water down there. Did I ever tell anyone the spare tire compartment is in good shape with no leaks below? Yes, it holds water.

The first thing was to sop up the water, then I decided to coat the compartment's bottom with truck bed liner to stop any rust should my leak stop attempts fail. I have leftover spray liner if anyone wants some. Hopefully this stuff is tough.

But where was the water getting in? The seal is only a couple of years old and still very compliant on the top. I know it is contacting the trunk lid – I checked that. The only thing I could think of is that when it rains hard the water ponds in the front of the trunk lid and gets under the seal - going between the trunk edge lip and the seal. So how do you make the seal better?

What I am trying is to make the lip thicker and more pliable at the same time. I thought a layer of plastic on the lip would increase the clamping force as well as to stop water coming in under. For the plastic I used some wide black 3M Scotch plastic tape on the lip and pushed the seal down over this. Hopefully this fixes it...

Not to think I'm leaving The FrankenStag out

I installed a strap to catch the drive shaft if there is a failure. Those that have a car with a frame don't have to worry about this since the frame will catch the falling driveshaft, but if you have a uni-body a failing front joint can cause the car to pole-vault and go flying off the road. The TR7 has a strap and it looked like the Stag did at one time, or at least the Stag has the holes in the right place for one! Tell you the truth I couldn't find a mention of a strap in the Stag Parts Catalogue.

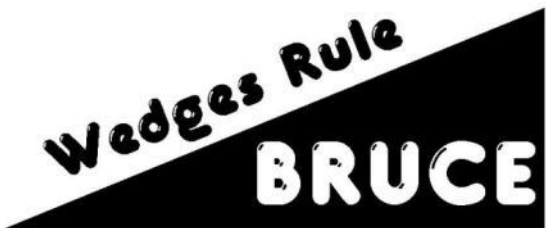


“Catch a falling driveshaft and put it in your pocket...”

Re-use Example of the Day

Old rusty TR3 steering wheels can be used for painting racks – give it a try!





Tales of

Fall 2015 - Bruce Clough



Here are several months of TOTFnStg - seems I played with the headlights a bit and drove it around a little.....

April 2015

“I Can See Clearly Now”: the continuing saga

I have played with the headlights on this car more than any other. What was a stock Stag system became a 4-headlight “blind them all due to the illegal H4 bulbs” system, which became a 2-light system when I put in extra cooling for that 4.3L V6, which became a 2-headlight, 2-Daytime Running Light system about 5 years ago that I upgraded to a Hella/Bosch lens system 2 years ago. But what I always wanted to do was go with higher tech/lower current draw than a Sylvania halogen bulb. What I wanted was an HID or LED system.

Okay, forget HIDs – that lens system needs to be designed for a different bulb orientation than the usual H4 – retrofits into existing H4 housings do not work well – they blind oncoming drivers and don’t let you see the road well.. LEDs were either too expensive (5.75” sealed units for \$475 each) or not strong enough (about 150 lumens – an order of magnitude below what headlamps need), so I waited.

Last year I began to note that H4 LED bulbs with light output well above 1000 lumens started hitting the market. This was due to high output CREE LED technology as well as integral heat sinks. Last month I noted a system

on line that had a light output greater than a Halogen (H4) (2200 lumens versus 1650 high beam) at about a third of the current draw (2 amps versus a bit over 5 on high beam). \$89/pair including shipping from ebay seller. I bought a pair.



The bulb system comes with a bulb and a power convertor. This unit uses a small integral fan to keep the LEDs cool. Here is a stock picture of the whole system for one side:



I first trial fit this into the Hella headlight lens. As I expected the heat sink/fan assembly projected way out the back, enough that it wouldn’t fit in the headlight bucket.



LED headlamp bulb in Hella Stag Headlight Lens

I fixed that with a hacksaw.

Headlight bucket backs are way over-rated. I cut it out. I then had to mount the power electronics near to the lights – passenger side went on the front bulkhead while the driver's side went on the front valence next to the light. Finding a good mounting place was the hardest thing about this installation.



Driver's LED Power Converter Pop-riveted to back side of the front valence, driver's side. Evidently the paint here wasn't prepped good for that last respray....

Once I got the lights installed I fired them up. These things are pretty bright, brighter than the Sylvania Silver Stars they replaced. They also illuminate the lenses a bit differently than the old bulbs so I am going to have to check aim once I get the car back on the road – if you look at the car only the top half of the lens is illuminated.

Somebody already have the aim points laid out on their garage door?



Not the worlds greatest shot, but the LED lights do work and they are bright!

So I was thinking, while I'm at it I might as well replace those anemic front parking lights with something more powerful. What was in there was a set of 4-LED lights that I put in 6 years back that I've always wondered if I could have put in more powerful ones. No time like the present! Headed to superbrightleds.com and bought a set that are about 8 times the output.



New Front Parking Light LEDs (right) Versus Old (left)

What a difference!

Not to stop there, I pondered a question. What about Daytime Running Lights – those lights that make your car stand out in the daytime? Almost hit a guy last month in Xenia due to a black car against a black building, car in a shadow, no DRLs and my windshield being in the sun.

Not that DRLs would have cured that, but would have helped him to be seen by these aging eyes.

The DRLs would replace the Bosch fog lights. I settled on putting back in clear lenses and H4 LED lights. More on that later.

Electrics: The idea with DRLs is that they are on when the car is on. The Subaru actually have it set so they are on when the car is in a motion gear. I'm not that fancy, so I installed a relay in the White (ignition circuit) that gives power when the ignition is on. Power will also come from the White circuit since I am using LEDs and the current draw will not be that much (I hope). The concern here is more overloading wires and ignition switch since the White circuit is unfused in a Stag. This did mean I had to run another wire to the front of the car, which meant I had to run a wire within the passenger inner fender. This can be iffy some times since you are pushing a wire into a space you can not see or feel in. I was lucky – it went through without getting stuck! It also meant I had to undo some warnes covers and harnesses; however, I've done this sooo many times now it seems second hand. I retained the sockets and wires going to the buckets and found out that if I switched the buckets the wires were the right length for attaching to the new wire without splicing anything. Bonus!

Headlight lenses: The Bosch's would not work since they are amber and I want a white light. I found a set of new, clear H4 lenses in glass for \$30. They are the same make as the lenses Little British Car Co. sells - made in India and of decent quality. Or so I thought.... Got them and I had to modify the metal ring they sit in so the chrome-plated ring that holds the headlight in would fit. Grrrrr.



H4 LED Bulb For DRLs

LED H4 Bulbs: This got a bit tricky. Go to ebay and type in "H4 LED Bulb". Since I had just done that or the headlights I knew what I was in for. There are a gazillion. What I am going for is not something as bright as the headlight bulbs I had just bought, but something a bit less bright. What I found was something bright, but

supposedly less bright than a headlight bulb. Current measurements showed the each drew less than an amp, and they are about maybe half as bright as a headlamp. They had advertised that they worked high/low beam, but what this really was is that there was only one brightness setting for either input. Eh, what do you want for \$20.... Putting this together: Pretty easy really – once I realized I had to modify the lens mounting ring. More neutral ebay feedback. Both lights came on when the ignition is on. Houston, we have DRLs. Now I need a warm night to head out to the road and aim all these lights!



Dang, four clear lights - looks almost normal for the first time since 2006...

Air Filters

So, for the few years I've been running velocity stacks on the FrankenStag without any filters. You are right, I am taking a chance, and so far, nothing has really gone in there and I've never been in dusty/dirty environments – the throats of the carbs are still clean. But, there is always a first time, so I decided I was going to get a pair of K&N Filters for them.

A quick search on the Web showed Summit Racing stocked filters for Stromberg TR4s, and per pair it was \$30 less than Moss, so I ordered them...and found out that all TR4 Stromberg K&N Filters only fit the later, TR250 and TR6/7 carbs, not the TR4 ones. Back they went.

Okay, plan B – what other filters are out there? Not much for TR4 Strombergs – you can get the oval paper ones and that is about it. If you want something different you are out of luck.

Okay, so how's about a pair of filters that fit on over the ends of the stacks? Back out to the Web I found a pair

from a VW parts store for \$23 that fit 2.75" stacks. The guy on the other end of the phone didn't even flinch when I said they were for a pair of TR4 Strombergs on a TR7 engine in a Stag. Probably gets a lot of those... They fitted right over the stacks perfectly, so now I have some measure of protection for the engine and still have the stacks!



New Air Filters

Brakes

I've never had a decent parking brake – the brake can barely hold the car from moving on our driveway while it's in gear. I've tried roughing up the shoes and the drums and that didn't work. I took the drums to be turned and they told me they were so far out of round that's not possible.

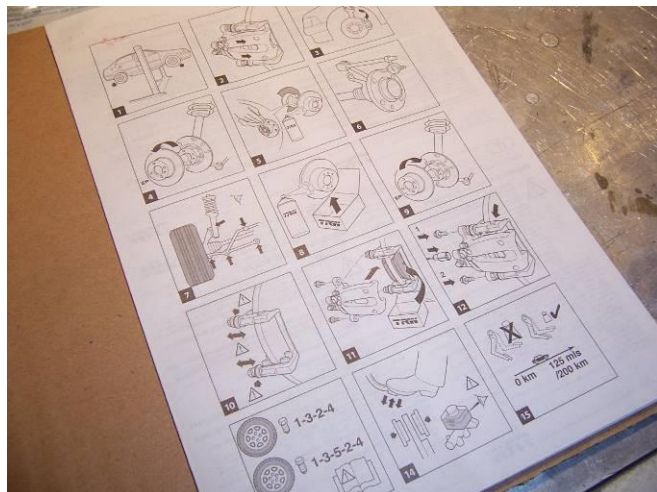
Okay – buy new ones. Not so fast Bruce – since the Stag was never really a popular car in the States all the Stag parts folks, sans one, are no longer in business, and the one never replied to my inquiries about new (or even decent used) drums. You can get used brake sets on ebay for \$120-ish, but who knows how good they are. Rimmer Brothers (UK) carries them, but they were on backorder. Finally came to realize that I need new ones and I went ahead and back-ordered rear brake drums, shoes and cylinders from Rimmers in June of 2014. Didn't hear anything until a box showed up in December, the brake parts all included. Virginia, there is a Santa! There they sat while outside the cold winds blew. Once March arrived I decided to take an afternoon to put them on.

Now, I've done this several times. The first time it was a cussing contest since the Stag Workshop Manual isn't much help in the exact process of getting all the springs and self adjusters back together – it kinda says assembly is the reverse of dismantling. Okay, it technically is, but

as with most things, there is an art to it. The second time it worked a bit better. This time it was actually easy.



Behind that leading shoe on the driver's side lies the self adjuster that can give you conniptions - patience is the key



Instruction sheet that came with the drums that shows how to install a disc brake rotor – huh???

Probably the hardest part of putting the rear brakes back together is installing the clip that holds on the new cylinders. This thing is damn-near impossible to assemble unless the backing plate is off the car due to angles and the hydraulic plumbing being in the way. Solved the issue. Filed down the dog ears on the outside clips so the clip is close to slipping over the cylinder without force. Bingo, that was it – managed to clip it into place without the neighbors wondering what all the commotion is about and why I am talking about male offsprings of female dogs <smile>.

Oh, we now have a real, working parking brake!

Spin-On Oil Filter Adaptor

Hold on to your seats – we still had a canister-style oil filter on The FrankenStag – yes, archaic, but functional. Moss has spin-on adaptors, so I bought one. Moss's are a bit different from the ones I have bought from Vicky British before with an inner and outer part. I had to laugh when I read these instructions without a corresponding diagram to point out what part of each piece they were talking about:

“To ensure the that the inner O ring is seated correctly slide the Spin On Outer over the Spin On Inner so that the outer face seal face is in line with the inner flange face. The Spin On Outer will then sit back from the Filter Head sealing face when locating the Spin On Outer...”

Fortunately it's somewhat intuitively obvious is you are looking at the part on how it goes together.

So, with any luck, The FrankenStag is ready for summer driving!

May 2015

LEDs? The saga continues

You win some, you lose some when it comes to putting new tech on old tech. Last month I was waxing eloquently on the benefits of LED technology and the LED headlamp bulbs I was using.

Not so fast.

When I went out to adjust the headlights I noticed two things:

1. The LED Daytime Running Lights I put in were bright enough to be annoying and they shot light out in all directions.
2. The LED headlamps had a kinda blobby pattern to them with not as much light to the sides as I would have liked. Couldn't adjust them well.

I have back-up plans for the DRLs – I bought less powerful LED H4s as well as bought brighter LED lights for the Bosch Fog Lamps I had in there to begin with – gives me a choice on how I want to go. For the headlights, no easy fix, so they came out and normal H4 bulbs went back in.

The issue is not how bright the bulbs are, but where the light source is in relationship to the reflector and lens of the headlight unit. They are designed for the H4 bulb, which has one filament in front of the other, with the low-beam filament having a reflector inside the bulb below it. The LED bulbs, in contrast, do not have the radiating elements in the same place, and/or radiating in the same directions as the original halogen bulbs. This is

important since the far-field pattern (science & engineering term how the light illuminates the road in front of you) is critically dependent on how the light shines on the reflective back surface of the light as well as how it goes through the fluting on the glass lens. In retrospective nobody should expect that the light pattern they would get from a bulb not designed to fit a reflector-lens configuration will be the same as the original. That is the thing that one has to remember in retrofitting lights. So, for now until they develop LED bulbs even closer in configuration to H4 halogen ones, I've gone back to halogen H4 bulbs in the head lights. The LED ones will be put aside until I can get back around to the Grey Ghost and see how they are in a 7" reflector assembly. I'm thinking the larger size might make the pattern better. I am also evaluating the Bosch fog lights with brighter LED bulbs in them as a replacement for the DRLs.

My advice – go carefully on buying LED headlight bulbs unless they are the type that replace the entire kens and bulb assemblies since you don't know the pattern you will end up with – be prepared to experiment!

June 2015

LEDs? The saga continues, yet again

Well, based on some info I read on the Web (has to be true, right?) I decided to give the LED headlights another go. Put them all back in and drove the car three times, including the trip to the June meeting. When I got home I discovered one LED was not working. The bulb was okay, but the power supply was not. Then, while I was playing with it, it came back on, so I put it back on the car, and the next time I drove the car it failed again.

Sucker!

So I'm pulling these "Genssi" LED units out and replacing them with ones superbrightleds.com sells. The Superbright ones are a bit more expensive, but that company backs them with a two-year warrantee. I'll be using them on the drive to TRA 2015 and back, so we'll report back on them.

Report back – never drove it at night, so the jury is still out!

Muffler Blues

I really like the simplicity and the sound of the Supertrapp muffler I have on the FrankenStag, but it looks hokey. After over three years I have come to the conclusion that it needs a chrome-tipped resonator.

Issue is that if I go that way I'll need to put a muffler in line or I'll have essentially a straight pipe. Those might be nice for Harleys, but my neighborhood would come after me with sharp things that hurt!

So I went on line and found a 14" muffler from Summit racing for \$17, and a NOS Pacesetter resonator tip for \$50 (actually quite a deal, believe it or not).

The resonator tip mounts via a bracket between the tips (that is a bear to get a nut under BTW) that wouldn't line up with any hole, so I had to drill another and plug the prior ones.



Resonator Tip in place

This is the configuration all heard when we made the June meeting.

Too loud.

Never thought I'd say that, or write it, but I have. Too loud. So for TRA I'm trying out a 20" mid muffler – was easier to attach than the 14" I took off. Just two clamps needed.



20" \$17 Jones Muffler from Summit Racing

Report back – a bit softer, but still loud – won't do anything until this fall...I need all the power I can get!

July 2015

What's this?



Oh that? We're back from TRA after 1500 miles and I have to fix a few things. In general the drive worked well but did expose the fact that using a TR7 engine to drive this beastie around mountains leads to slow accelerations and a lot of shifting. Up to this point since I put that drive train in back in 2012 the roads have been a flatter. Also, the last day I picked up a bit of slop in the steering (what's up with that?) and I had a lot of wheel rubbing and a bit of vibration all throughout the drive, at least enough that it bugged me.

Aw, knuckles

The steering slop was due to a potentially serious issue – a steering knuckle was coming apart. One of the u-joint bearing cups was coming out on the upper knuckle. They are staked-in by several blows to the metal close to the cup and these were not enough for one cup.



Top steering knuckle minus a bearing cup

I immediately ordered two more from Rimmer Brothers so I have a spare and will put this on my "look at this every time you pop the hood" list. To be fair it is a Triumph 2000/2500 sedan part, so not original, but all the other bearing cups in the shaft assembly look good. As if the time of this writing I am still waiting on the knuckles to get here. Will report out on this further.

Aw, tires

I also replaced the 205 tires with 185's. Don't know when I bought these, but the date code said it's time to replace. The car originally came with 185s on it and I wanted a more modern tread pattern as well as less steering effort and eliminate the front wheel rubbing during hard cornering (mostly while parking). With the power of the mighty 7 engine laying down rubber is not much a problem even with decreased treadwidth. Wanted decent traction at an acceptable price point without having to resort to Chinese tires, so I found a set of Kenda Kinetics at Tire Discounters that had good reviews, made in Taiwan, decent price, and turns out match the spare I bought a couple of years back.

Aw leaks

We also experienced two leaks during the trip, both into storage spaces, and both due to nighttime gully-washer rainstorms. Some would say don't worry since they were not that bad considering the biblical proportions of the storms, but I'm still going to look into them. The cause was very easy to see, not only was the targa cover a bit off center, but the rubber seal looked every bit 43 years old. Hard, ripped, and worn, it's a wonder I didn't get more water inside.



Targa cover seal that has seen better decades

The seal was originally put on with contact cement and came right off with only a bit of coaxing using an awl.

Under it was mostly good mental, but I did find rust on the passenger side of the car.



Rust in the targa top seal on the passenger side

Storage

You might not know it, but the top only takes up the top most portion of the space made for it behind the Stag's back seat. Under that is a lot of usable space, and we tend to use it on trips (which is the reason clothes got wet in there when it rained hard on the trip), but not anytime else.



Space behind the back space under the top stowage area

Since it's not that hard to get to, even when the top is folded down, I thought maybe some of the road gear, such as spares kit and maybe some tools, could go there



Think I solved the power problem...



August 2015

Back working on the car again....

You know, nothing can't be improved, so between the Cincinnati show and the Dayton BCD I had to innovate, okay, I had to fix a few things.

First - the trunk leak was never fixed, I think this is due to the new seal I bought not fitting tight on the trunk metal lip at the top – when you get a lot of water at once, like we did several times during the TRA 2015 trip, water backs up under the seal and gets in the trunk. To fix this I could either glue it in with a bead of silicone along the lip, or try to make the fit tighter – I chose the latter and put a strip of vinyl material left over from the Grey Ghost - we'll see!

Second, music – as a flaming extravert I need music to keep up my energy level. I've always had a music player of some type in any car I had. For those who have been following our life with the FrankenStag about four years ago I installed an amp and equalizer/pre-amp under the passenger's seat. Well, this spring that pre-amp decided not to work? What's its issue? I mean I paid a whole

\$30 for it, could have lasted longer! This year I have been running without equalization, but I wanted more bass (you know it's all about the bass...), so I paid \$35 for a new one, put it in, and now I will be looking for better speakers! <smile>.



Hi little equalizer, you look sooo lonely under that seat....

Third – Music Source - I also decided to update the music source. The original goal was to use an iPod or Smartphone with Pandora, but as I have found, even in the modern world there are places with bad cell coverage, like Waynesville, or most of the places we drove through for TRA in Eastern Ohio and West Virginia, so I am trying SiriusXM using the receiver I have in my office as a mobile source. They make a mobile kit for the car and I found one on deep discount at Best Buy. The mount just went where the old phone mount was – suctioned to a piece of Plexiglas I secured to the trannie tunnel. I attached the antenna to the top center dash grille where it just might see the satellite, and modified the power adaptor to work without being plugged into a “cigarette lighter” power adaptor, then hid that up under the dash...



SiriusXM Radio Mount – in easy reach of the driver.

Trial run in the garage and to/from the MVT Pool Party confirmed it was getting decent signal and good sound. Sweet!

Fourth – Interior lighting – In this last incarnation of The FrankenStag I used LED lights for interior lighting. In the top light I just used LED equivalents of the stock lighting, and under the dash I put in four red LED tail lights (they were a bit weak to use for actual tail lights) for footwell lighting. It worked, not real bright, but worked. Then I ran into a deal – I found a dozen 12 LED under-counter lights for RVs at Goodwill Outlet, so I paid 50 cents for them all. They each had a bright, multi-LED white light in them, much brighter than what is in the car...



RV LED Fixture to the left, the LED bulb to the right

...so I replaced all the interior lights with these. Year, getting these into the top light in the T-bar was a little work, but now it's like a modern car when you open up the door!



Bright LED interior lighting – and shaky human holding camera set to night mode...

September 2015

"If women don't find you handsome at least they find you handy" - Red Green

The Trials Of Being A Technology Mule

A technology mule is a platform where technologies are tried before releasing to the general public. That really is what I'm doing with the FrankenStag - I try stuff out on it and report out to you how well it went. Most things work good, others not so well.

So...about a year ago I found out that Moss (in concert with a few other folks across the world) had developed a carburettor conversion for MGBs using Mikuni carbs. Mikunis were originally SU-like carbs built for the Japanese motorcycle industry, but now have found broad application on other engines. They are side-draft and come in different sizes with multiple jets and accelerator pumps. Original reports from early adopters indicated they were better than SUs or Strombergs, and they have a neat, different look. Moss did not have a listing for TR engines, so I filed that info away in my brain...

...until I stumbled across a shop that races Volvos also using these carbs:

http://www.v-performance.com/products/air_fuel.html#mikuni_hsr_series_carbs

...and listing a conversion kit for and British car using 1.75" SU/Stromberg carbs. I thought "Cool, just what the Grey Ghost needs", so I purchased a set - which have now sat next to the Grey Ghost on the lift for the last several months. I've been slow-rolling the conversion since I don't want to add a lot more complexity to the sparse Grey Ghost engine bay, and also this would require an intake manifold mod to add accelerator cable brackets.

But the FrankenStag has none of these issues, and the Strombergs on the FrankenStag can replace the Strombergs on the Grey Ghost which are giving me some issues. So, for fun let's try to fit these to the Stag. The engine displacements are similar so I should not have to fart around with jetting to get a running car.

The Kit

The kit from the shop comes with everything you need for a typical installation, including mounts, air filters, linkage, and the carbs themselves. The hardware was all Moss Motors which leads me to believe I was just buying a Moss kit that they have tuned for TR engines, we shall see.



The entire Mikuni Carb Kit laid out on the bench after we received it

The Mounts

The first chore was to take off the Strombergs, which, since they are new and the hardware new, came off without a fight. An inspection of the carb mounts to the manifold showed them to be cracking - rubber cracking is a chronic malaise of these TR7 mounts - so I headed on line and ordered new solid aluminum mounts from Classic Regulator:

<http://www.classicregulator.com/carb-mounts/solid-carburetor-mount-kit>

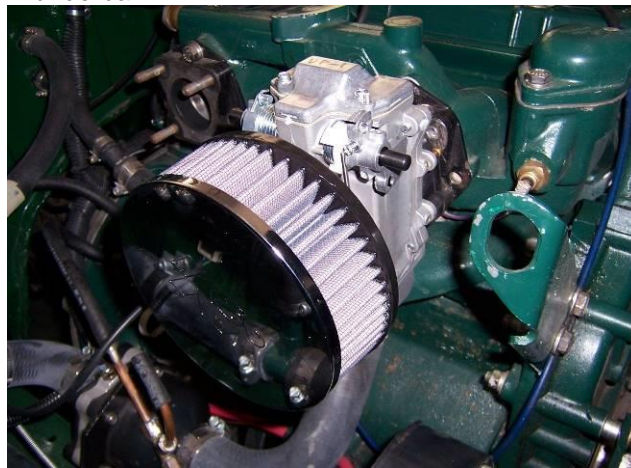
To keep pressing on the modification I then modified the existing mounts for the new carb adaptors. I am going to throw them away anyway, so I can have fun!

Mikuni carbs are press-fit - they install by a big clamp holding them to a semi-rigid mount. That means I have to have an adaptor to go from a 4-stud manifold mount to a clamp mount. That is provided in the kit, but it only uses 2 of the 4 studs - a diagonal pair. That meant I had to cut off the other two. I also had to elongate one of the holes so the adaptor would slip over the remaining studs, but once modified it worked well.



Mikuni adaptor in place on an old carb mount. Note that it only uses two of the four studs so I cut the non-used ones off

On a trial fit of the carbs I noticed that the front carb came too close for my comfort to a casting boss on the old waterpump cover, so I had to grind that down a bit - you can see the ground area just below and a little left of center in the photo above. After that I fit the front carb again with a filter to make sure all cleared. It did. Wunderbar.



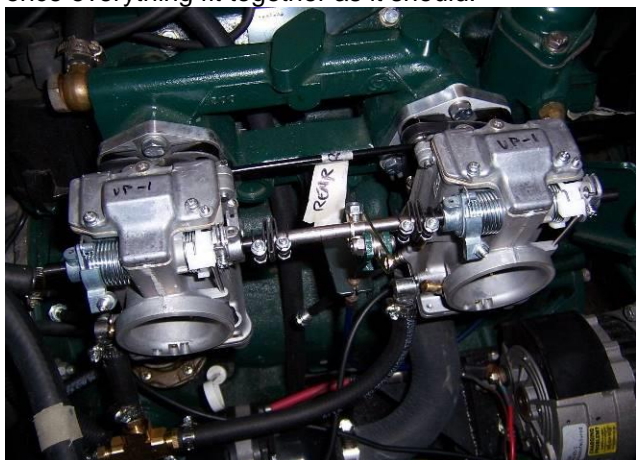
Air filter in place on the front Mikuni carb

About this time the new carb mounting adaptors arrived. Nice pieces of work, but I suppose someone would say that for that amount they should be good - but per pair they were only about \$20 more than a stock pair, so I think that's a deal - here is what you get in the kit:



Solid carb mount kit - sweet.

Two milled plates, plastic separation/insulation pieces, gaskets, and plenty of hardware. Since this is for SU and Strombergs I had to get shorter bolts for the carb mounts, but hey, small price to pay for progress. For once everything fit together as it should.

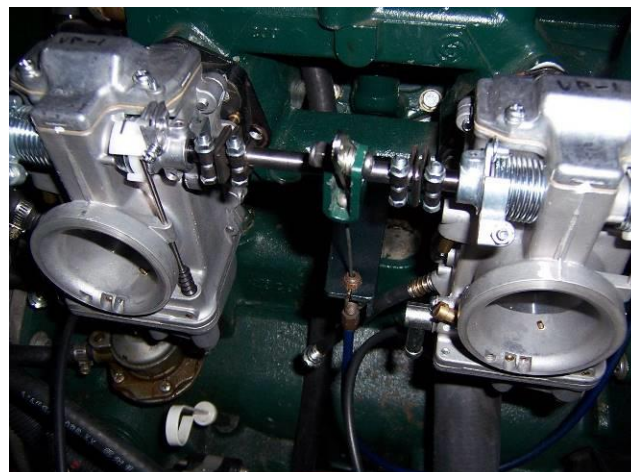


New Mikuni carbs in place on new carbs mounts

Attach Accelerator Cable

Next step was to attach the accelerator cable. The throttle shafts on these run through the top front of the units and rotate counter-clockwise from the car's front. so I had to move the cable mounting point to the left 4 inches (again, as you look at the car from the front) and up an inch or two. Fortunately I have a lot of aluminum bar stock left over from The Grey Ghost, so making a bracket was easy. The carb throttle shaft connector they give you in the kit is very long, you just cut it to fit between the carbs, put the shaft arm on, slide the throttle shaft clamps on, fit the shaft in place, tighten the clamps, put shaft lever in the correct lateral and rotational place (you will have to do a bit of geometry here to get it located, and bolt it all together. I reused the cable

connector and attached that to the new shaft lever and we had a working throttle cable.



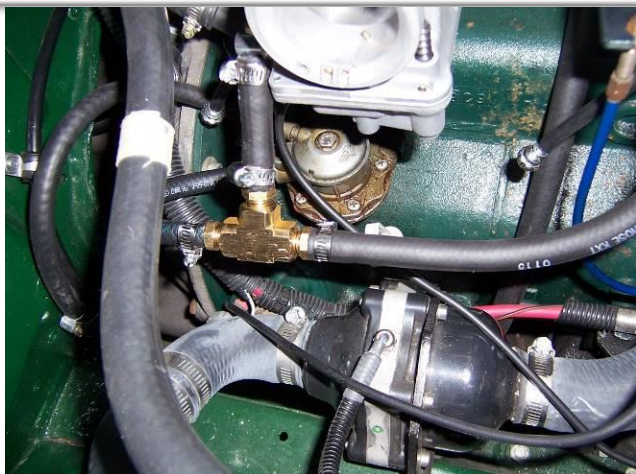
Initial throttle linkage – bracket was made to move the adjuster mounting point farther away from the engine under the shaft



A closer view of the bracket made to hold the throttle cable adjuster

Connect Fuel Lines

Next step was to connect up the fuel lines. Easy peasy once you got over the fact that the carbs took 5/16" lines and the pump output is 1/4" - that's what Lowe's is for. Found a T-connector and three barb'ed hose connectors that worked. Really heavy duty, almost something that Conan the Barbarian might identify with, but remembering Red Green I pressed them into service.



Lowe's special connector for the fuel lines under the rear carb - overkill

Throttle connected, fuel connected, time to work the choke and then I'll hook up overflows and block ports.

Choke Cable

On to what I knew might be the most difficult part - choke cables. The Stombergs used a single choke cable since the choke plates were attached by a rod between carbs, no such luck here - each carb's choke is individually actuated by a cable. For choke cables I decided to use bike cables to run individual cables to a TBD junction, then use an original TR7 choke cable to connect to them so I can have a cable that can pull, turn, and hold. The hardest part will be that junction since it has to carry a compression load across it as well as join the cables.

I decided to join the cables mid-ways on the cable run. In Triumphs that use dual choke cables (TR6 I'm thinking) the joining is at the choke pull, but I don't have that technology, so what I'll do is instead is build a small junction box and use barrel clamps and silver solder to join the cables. The box will hold the cable sheathes on both sides and provide the compression load path. I'll paint it black so it's not that obvious, and attach it to the underside of the brake master cylinder, maybe...

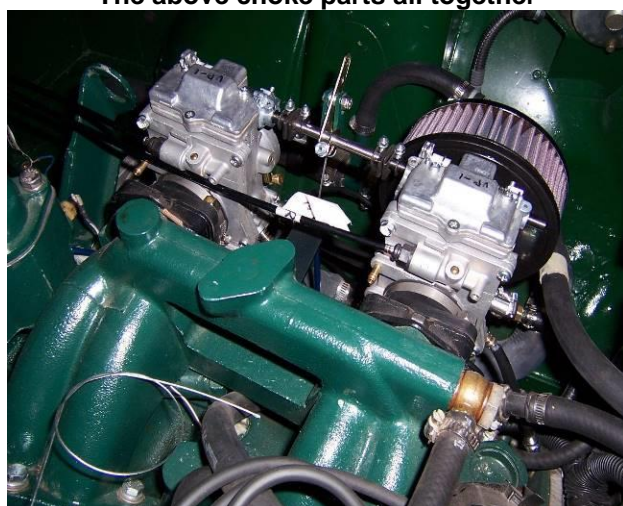
The cables attach inside the carb body to a brass valve held back by a spring. You unscrew a hollow plastic retainer and the valve body and spring come out. there is a slot and a hole in the valve body to hold the cable end. the bike cable I was using had end fittings too large to fit the holes so I had to file and hand fit. On went the plastic fitting, on went the spring, attach the valve, screw into the carb, repeat for the next carb.



Choke valve, spring, and cable



The above choke parts all together



Choke cables in place – note that they have to run forward a ways before you can reverse them due to the intake manifold

Next I figured out where the cables would run and the junction located so I could just the cables. Due to the

carb construction the cables had to go forward then reverse back. I arranged it so they would run back together. The next step was to cut the cables the same length if for nothing else that to establish a common datum to work with. I lucked out - just had to cut one cable sheath since one cable was a lot longer than the other. "Cut" is an interesting word - you really peel back the plastic covering then use a small file to cut the sheathing (coiled flat wire) without harming the cable inside. Next you fit and crimp a cable sheath end to the cut cable. One final step I took (at this time) was to cut the cable about 6" longer than I thought using end cutting pliers - I found those make the cleanest cuts to stranded cable without distorting the cable, then you solder the end to keep it from fraying. Once the cable is ready to be joined you make the final cuts to length (and solder again).

Tip: I just used a good water-soluble flux on the cut cable end then used a good rosin-core solder and a 100W soldering iron to solder the cable tips. No silver solder needed - the trick is the flux and not just relying on the rosin core.

Next I had to fit the single choke cable that the carb cables will attach to, but I have a quandary - where to attach it? I decided to make a larger bracket and put it in place of the existing hood cable release bracket - having two holes for both the hood release and the choke cable. Not as aesthetic as I would want, but fits with what I have to work with and keeps the cable runs as short as possible.



New bracket to the left, old to the right

I painted the bracket with black epoxy paint for durability and mounted it to the car.



New bracket under the dash where the old bracket was, cables installed

Now to join the cables. This turned out to be a little art as well as technical skill, so I was in trouble. I decided to use a piece of 1/2" aluminum bar and 1/2" aluminum angle to make this. The choke cable moves about an inch during operation, so I needed a clear section at least twice that to join the cables and allow them to move. I ended up cutting the bar 3" long and then attaching an angle piece on each end and drilling holes for the cables to come through. Since I'm a "steam punk" kinda guy pop rivets work fine. Here it is in etching primer prior to going in the oven:

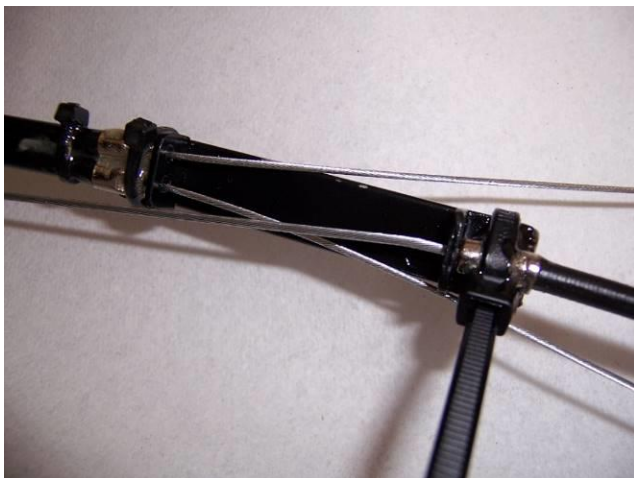


My first try at a cable junction "gizmo", the CJG, to hold the cables and transfer the compression load of choke operation

I painted the CJG with black epoxy paint also. Since I don't have a few days for the paint to cure (okay, to be honest I didn't want to wait a few days) I put it in the oven at 130F overnight to cure it.



Attaching the choke cables to the CJG – pretty crude, but hopefully workable



Close-up of the attachment – cables held in place by nylon wire ties and then epoxy put around them. Again, Red Green tips his hat....



Inside cables soldered, barrel-clamped and in place

Of course that didn't stop me from nicking the paint when it came out, but I tried.

To connect the cables I first epoxied and wire tied the cable sheaths to the bracket, then I used a barrel clamp to hold the cables together while I soldered them. Testing afterwards seemed to show all was well.

Block Ports



Vacuum port plug before assembly

One of the last things I had to do before firing this puppy up, or at least attempting to fire it up, was to plug the vacuum advance ports - one port on each carb. The hose size was 3/16", and I had that size hose, but not a plug. To make a plug I took a short length of hose and plugged that with a piece of 1/4" NF bolt that I cut off. I slotted the head so I could screw it in the hose and rubbed silicone around the threads before I screwed it in.

Overflow

The Mikuni's come with a 2' long rubber hose off the bottom of the float bowls for overflow. They were long enough to run below the front subframe members, cut, and tie off.

First Start

Non-Event. Pulled out choke, car started, Shut down car and checked for leaks – okay, the T connector was weeping a bit, took it off and soldered it all together. Good excuse to get the propane torch out.



There, now it won't leak!

After the leak was fixed, and I figured out how the idle adjustor worked, I did a bit of tuning. The car is now set to idle at 800rpm warm, choke works fine, car accelerates faster and smoother and it seems more "drivable". The crankcase vent goes to the K&N air filter units and I think I actually have less stuff under the hood now.



Maybe I get a set for the TR7 next?????????

REGALIA

BUCKEYE TRIUMPHS REGALIA ORDER FORM



<http://www.conceptwear.com/>

(Visit the Concept Wear website for clothing product information)

Order submitted by:

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

Total Amount Paid \$ _____ Check # _____

(Make check payable to Buckeye Triumphs)

Mail order form with payment to:

Buckeye Triumphs Regalia 2013
 Attn: John Schilling
 1156 Cloverknoll Court
 Columbus, Ohio 43235
 Phone: (614) 301-3076
 E-mail: jschilling@designgroup.us.com



T-Shirts: Gildan 100% Cotton **S** **M** **L** **XL** **2XL** **3XL** **4XL** **EACH** **ITEM TOTAL**

(Indicate Men's _____ or Women's _____ size)

Color #1 – Signal Red (#40C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #2 – Royal Blue (#78C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #3 – Valencia Blue (#264C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #4 – Sienna Brown (#255C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #5 – Pimento Red (#40C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #6 – French Blue (#109C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #7 – British Racing Green (#33C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #8 – Vermillion Red (#40C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #9 – Pageant Blue (#51C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #10 – Phantom Grey (#23C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #11 – Java Green (#269C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #12 – Leyland White (#30N)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #13 – Brooklands Green (#106C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #14 – Wedgwood Blue (#69C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #15 – Damson Red (#83C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #16 – Mimosa Yellow (#98C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #17 – Maple Brown (#84C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #18 – Topaz Orange (#35C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #19 – Russet Brown (#255C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #20 – Magenta (#268C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____

Sweatshirts: Gildan Cotton Blend **S** **M** **L** **XL** **2XL** **3XL** **4XL** **EACH** **ITEM TOTAL**

(Indicate Men's _____ or Women's _____ size)

Color #1 – Sport Grey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____
Color #2 – Maroon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____
Color #3 – Navy Blue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____
Color #4 – Forest Green	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____

Hoodies: Gildan Cotton Blend **S** **M** **L** **XL** **2XL** **3XL** **4XL** **EACH** **ITEM TOTAL**

(Indicate Men's _____ or Women's _____ size)

Color #1 – Charcoal Grey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____
Color #2 – Carolina Blue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____
Color #3 – Navy Blue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____
Color #4 – Forest Green	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____

ORDER TOTAL \$ _____

CLASSIFIEDS

AMERICA'S BEST
TRIUMPH
SHOP



Minor Repairs to
Concours Restorations



937/266-1831
Macy's Garage Ltd.
www.macysgarage.com

HALKIAS PERFORMANCE SERVICES

I expanded my race engine building services to include street TR6 engines. From bone stock, mild street performance to high street performance. Usually in stock and ready to install. All engines are tested and run prior to sale, and I can even add your accessories for complete tuning ease. Just install and turn the key and you're ready to enjoy the road. Custom engine services for your engine also available. Call for quotes.

Options available for all engines are; Good Parts, Harmonic damper kit, Roller Rocker assembly, lightweight steel flywheel; Paltech, Hitachi SU carb conversion, and Stromberg carb rebuilding; and Distributor rebuilding service.

I have also added TR6 differentials to my services. All differentials are completely rebuilt using new bearings and seals and ready to install. Stock ratios of 3.70. I occasionally have some 4.10 ratios available. All are sold with core exchange or I can rebuild your differential.

Currently available are; Late Model TR6 engine with performance modifications. Estimated at 140 HP. Good products GP-2 reground camshaft and lifters. New engine seals & new valve guides. Valves reground with new valve springs. Head milled for 9.5:1 compression. Crank reground to .010/.010 with new tri-metal bearings. New .020 cast pistons and rings, new oil pump, new lifters, High performance ARP rod bolts & new timing chain. Connecting Rods reconditioned. No flywheel, fuel pump, water pump housing or distributor. \$2,936 with core exchange. \$3,236 without core exchange.

One 4.10 rebuilt differentials for sale. \$950 with core exchange.

Contact Sam Halkias @ atr6racer@hotmail.com or call 614-582-0232



We provide a large variety of services including a complete frame off Rotisserie restoration, which means every nut bolt and finish is as accurate as when manufactured. We also provide a large array of services from just getting that vintage classic car that has been sitting for many years up and running so you can enjoy it again, to providing race preparation and restoration for vintage and SCCA and many other racing clubs. We do all services in house as possible this allows us to stay on time and budget with the utmost accuracy.

DOUG'S BRITISH CAR 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

Doug Braden
Doug's British Car Parts
539 Cambrian Road
Cable, OH 4300

CARS WANTED

- Austin Healey
- Jaguar, XK-XKE
- MG "T" Series, MGA
- Triumph TR 2-3-4-250
- Mercedes 190-220-230-250-280 SL
- Porsche 356-911-912-914
- Alfa Romeo
- Singer
- Morgan
- Micro-Cars
- Volvo P1800
- Karmann Ghia
- Ford Mustang 1964-1967
- Model A and T
- Other interesting European and American cars

Generous Finders Fees
 Fast payment and pick-up
 Steves British Connection
 630-553-9023
sbcinc@aol.com

parts in the bin. So, it was up to me to do something about it... and I did. Now, I am offering it to Triumph owners."

The experience of replacing TR250 and TR6 accelerator shaft bushings with those standard nylon bearing offerings is one of the most frustrating, curse-inducing repair procedures ever created. It will fray your nerves and your mouth will utter things that would make your mother shudder. The job is just plain difficult and almost impossible. Often the result is ruined parts, scratched paint and bleeding fingers. In fact, the whole exercise is a monumental waste of your time. If you dare take it to your friendly repair shop to waste their time, it will be accompanied with a sizeable repair bill ...just for spite. Curse no longer! This new approach is a walk in the park and inexpensive too. Your right foot will love it.

Available now for only \$19.95.

To place an order or for more information go to the company website:

<http://www.littlebritainmotorcompany.info>

Or call: 705-878-5422



INNOVATIVE IMPROVEMENT FOR TR250 & TR6

The new *BRITSPEED* accelerator shaft bushing kit for TR250 and TR6 cars makes the replacement of tired and worn nylon accelerator shaft bushings a breeze and will deliver the added advantages of long-lasting wear and positive throttle positioning.

Bob DeShane of Little Britain Motor Company developed the innovative new approach when confronted with yet another customer's flopping TR6 accelerator shaft. He said: "After forty odd years of swearing that I'll never do another of these jobs, I said 'yes' again and then I kicked myself for it, but I realized that I likely wasn't the only guy in the world that felt the same way. I needed to find a better solution and chuck those standard replacement

CLUB INFORMATION

COMEDY CLIPS

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, 115 Cottswold Dr., Delaware OH 43015 **Annual Dues: \$20.00**
 General email:

buckeyetriumphs@BuckeyeTriumphs.org

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

Our current crop of Buckeye Triumphs Officers include:

President: Bruce Miles bmiles@intinfo.com 740.334.3510	Vice President: Allan Whisler whis@embarqmail.com 614.327.9545
Treasurer: Bill Blake billblake@thekayesco.com 614.403.1074	Newsletter Editor: John VanNorman 614-565-5669 jsvannorman@outlook.com
Scribe: Don Olshavsky dolshavsky@aol.com 614.361.1242	
Webmaster: Ann Gillman 614-891-3733 AGillman@aol.com	
Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member	



A CLOSING SHOT

