

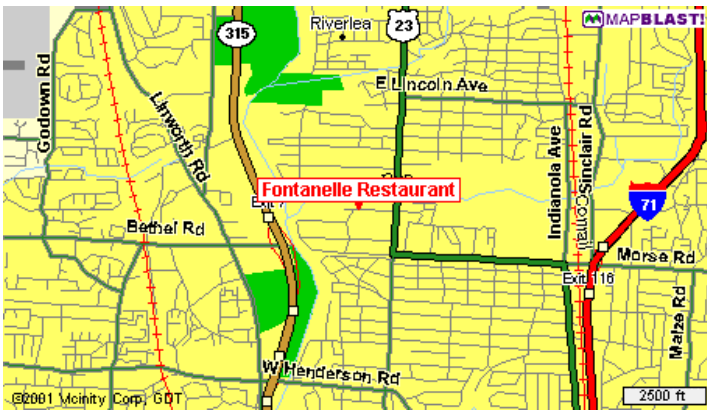


Buckeye Triumphs Newsletter

Visit us at:
www.nextek.net/BuckeyeTriumphs

BT Business/Social Meeting - May 1st, 6:30 PM

The May BT Business/Social Meeting hosted by John and Charma Huddy, Fontanelle Restaurant, 166 Graceland Boulevard, Graceland Shopping Center, Columbus. Huddy's phone # (614) 846-2321.



BT Show Event

Sunday, May 20th - 9:00am to 3:00pm

Columbus Ohio's Annual British Car Show will be held again this year at EASTON TOWN CENTER. Over 300 vehicles are expected for our 17th annual show. Easton is the newly opened shopping/entertainment complex on the northeast side of Columbus, just west of I-270 - use the Easton exit.

Car Entry Fee is \$7 pre registration and \$10 day of show.

Trip to Carlisle, PA. May 17-19th

Hey club members, is anybody interested in going to one of the largest Sports Car Flea Markets in the country? It is held in Carlisle, PA on May 18 thru May 20th. Some of us in the club are planning on going over Thursday afternoon, May 17th and coming back Saturday morning May 19th. We come back early so we can go to British Car Day at Easton on May 20th.

We find a cheap motel on Thurs eve and get up early to go to Carlisle early Friday morning so we can get some of the goodies while they are still available. If there is something you need, you can usually find it or make contact with

someone who has it. Give it some thought, it is a fun weekend. If you are interested in going, give Jim VanOrder a call at home 740-967-2110 or Email vanorderj@cham-cor.com Thanks

RIVERRUN - Saturday, May 26th, 2001

A Sports Car Driving Tour

Riverrun is a 300+ mile, all-day driving tour using some of Ohio's most interesting and challenging roads. This year we'll go southeast to Gallipolis, sample a Remo's hotdog, the travel twisty bits to Portsmouth. After a stop to see the floodwall murals, the route follows the Scioto River north, then we go through Tar Hollow Forest and finish in Circleville.

Cars leave Bob Evans at Gender Road & US 33, near Canal Winchester, at 9:00AM.

We should be at the Ohio River around 12:30, and finish by 6:00 PM, depending on the time spent sightseeing. This is a tour rather than a rally.

The Central Ohio British Car Club Council invites all driving enthusiasts, regardless of vehicle make, model or type, to join us on Riverrun2000.

Call Eric Jones at (740) 363-2203 for more details and to reserve your spot. There is a \$5.00 fee to cover organizational expenses.

Editor's Corner

Not much for me this month. First, an apology to Bill Blake, who sent me some cool pictures he took of a Triumph in distress (i.e. Grass growing through it). I want to run them, forgot to last month and now I can't find the silly things. They will turn up.

Ryan's Car has been fun to observe. His first run was exciting when the valve cover let some oil leak out on the exhaust header. Lot's of smoke and a few anxious moments to be sure. He then had some trouble after re-doing the valve cover (hint - always look for disconnected vacuum lines!) The car pulls great and sounds even better. He is working hard to get the interior installed along with som heat shielding material.

He is now starting to pester me about finding a 250. I believe that this would push the limits of his mother's patience. (Have I mentioned that I am married to the most wonderful and tolerant woman in the world?) Kim has been working hard to get the sailboat ready to launch - do not ask her to come to a wedding during the summer months! I hope to get some relaxing time with her as well this summer. Ryan is bored to tears on the boat, I hope he gets a girlfriend that loves to sail *and* loves cars.

May is looking like a busy TR month. Ryan & I have been on Eric Jone's "RIVERRUN" for the past 3 years and consider it one of the best driving trips of the Summer. Ryan should have his car ready for the event this year. Easton should be a fun time. I know that Nelson should have his 76 ready for this event. Look at his article in this issue on

Powder Coating. It's one of his best articles and the results he is getting are great.

I probably won't make Carlisle because of prior business engagements but happy hunting everyone.

Don't forget to drive your British Car to Work during the week of May 19-27, 2001 – this is the national "Drive your British Car Week" – See you on the roads!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – May 24th, 2001

April 3rd 2001 -- Meeting Minutes

Minutes of the April business meeting:

We had quite a large group with 20 attending. Thanks to Bob and Deb for hosting a really nice event at their beautiful place. The food was great and Bob did a great job as host since Deb was tied up at the last minute. Can we do this by the pool next time?

We had new folks join us--Kevin Eschhofen, who has a '69 Spit Mk 3 from LewisCenter and Rod and Pat Yost who have parts for a TR3B "in the garage". Welcome!!!

The driving event was a nice short start to the "driving year". We had a pleasant drive through the countryside west of Cols., a delicious lunch at the Red Door Tavern and a great visit to Doug Braden's parts barn--oh, the smell of grease and metal was almost too sweet for some of us!! He really should change the name from "Carol's Gift Loft", however, as I'm sure there are many visitors who stop for knickknacks that are surprised at the supremely organized car parts everywhere. Great place Doug!!

The next time we will have a report about the North Bend trip on the 28th and 29th with the Miami Valley group.

By the way, if you would like to get a name badge, contact Jim Van Order and if you would like it customized with real buckeyes, see Jim Washburn.

We now have 47 (approx) paid membership renewals. There are 18/19 that haven't paid dues the last 2 years and will be taken off the roster. Ryan will call them. Some were late joiners last year and only owe \$10. See Jim VO or Ryan Miles.

We are thinking of having "join our club" cards to give to people we meet who might be interested. They might be put on windshields, etc., at shows. Bruce will put the info together.

There is one video completed on valve setting. Nelson said perhaps he would tape the reassembly of the transmission session taken apart last month. We're looking into the cost of a machine that copies videotapes. We'll make a dozen now for distribution to anyone who wants one. All parts on John's overdrive are removed at this time. Reassembly of the TR6 trans with a cutaway trans will be included. Plans are for the assembly to take place on May 12 at Nelson's

The next meeting on May 1 will be hosted by the Huddy's. The location will be announced elsewhere in the

newsletter:) June 5 business meeting will be at Washburn's--more later.

The Easton show is May 20. Entry forms were passed out. Save \$\$--enter early!!

Immke in July. You get a T-shirt if you enter by the 1st.

We are still looking at places for 2002 6-Pack trials set for Sept. 26, 2002. Planning is progressing.

Respectfully submitted, Margo Washburn, substitute secretary --corrections can be given to Bruce.

President's Corner

May, 2001

Our 2001 Driving season started with the sounds of thunder and the threat of more rain.

However, several of the devoted welcomed the opportunity to thank Mother Nature for providing the 'natural' weather environment for our LBC's. Numerous Triumphs, a sparkling Big Healey and an assortment of other marques thundered along Ohio's byways on 4/21 – The weather cleared and brightened the day as Jim followed the route laid out by John Schilling to the Red Brick Tavern for a lunch stop. The short trip to Doug Braden's stash of cars and parts was the finale for a fine day to be out and about. It was not a good day for me and I detoured to a couch and some therapy for a gimpy ankle.

The 4/28-29 overnigher with Bruce Clough and the MVT folks will be another Spring highway adventure but that story will not make this issue, so plan to come to our social meeting on Tuesday to get the details; yep, it's --like-now, already. Hope you had it on your calendar. John and Charma will share the latest details in this letter.

Look for updates on the May Richfield and Carlisle trips in this newsletter and be sure to come to the Social/Business Meeting on Tuesday evening, May 1 at 6:30 to work out the details for these excursions with some of the veterans of these trips. We'll be talking about the June TRA Nationals, the July Imke Show and the August TRF Summer Party and, of course, our Tuesday evening outdoor social events for the summer months.

Then it's on to the Easton British Car Day, Sunday 5/20/01. We hope all of you will join us as we all display our Triumphs for a day on the Towne Square, 'Showing' Columbus the Best of the British sports cars. We will present a grand display of our Triumphs.

Let's get there early and stay late – We will arrange for some refreshments.

So come on out, invite another member to come with you and let's make it an even bigger crowd for our next meeting and event. We need to focus on active memberships and renewals are very important to all of us. Any suggestions?? Come on out to the May events – Send in your membership renewal – Hope to see all of soon.

Bob Mains ims_mains@ode.state.oh.us

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

Annual Dues: \$20.00 General email: buckeyetriumphs@ameritech.net
 Web Site: www.nextek.net/BuckeyeTriumphs

Our current crop of Buckeye Triumphs Officers include:

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Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@intinfo.com	Secretary: Becky Hartley: (740) 753-1066 jhartley@frognet.net

Technical Consultants:

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 TR-4's: John Thomas 614-855-4175 or Bruce Clough 937-376-9946 clough@erinet.com
 TR250, TR-6: Robert Mains 614-890-7767 ims_mains@ode.state.oh.us or Jim VanOrder 740-967-2110 vanorderj@cham-cor.com
 Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu ,
 TR-7 & 8's: Ron Fowler 614-833-6885 tr8@msn.com
 Affiliations: 6-Pack Chapter -- Center of Triumph Register of America -- VTR Zone Member

A Chronicle of Triumph: how I became addicted (Part 3)

Editor's Note – The following is the third article from Ryan. In this installment, his car hits the road...

This has definitely been a busy month. Since I last wrote I have driven my TR6. I have driven 80 miles (I did some driving without a speedometer) just in the past couple of weekends. The last bump in the road was to rebuild the clutch and brake hydraulics, and convert to silicon brake fluid. After bleeding and bolting in seats (no other interior to speak of) it was ready to see the road for the first time!... Five minutes and no more than 2 miles later my TR6 had taken the standard LBC position, by the side of the road with smoke pouring out from under the hood. "Hey did you see that puff of smoke.....no? Must not be a problem...Oh !@^%". But not to worry, the smoke was coming from a poorly installed valve cover gasket. Thankfully it doesn't take very much oil on an exhaust header to put off a large cloud of smoke. After that fiasco, I got some quality driving time on the car, found out that I need to richen the carbs, and discovered that I DID hook the overdrive up properly and it works.

Currently I have removed the seats, painted the floorboards in POR 15, insulated the transmission tunnel, and installed the Panasport 16" wheels and tires. It looks great with the new wheels. Sometime this week I'll put the carpeting in and get the wheels aligned, and then I'll be ready to play!

I hope to see some of you at Eric Jones's River Run, the last weekend of May. This is a serious driving event, over 300 miles in one day on challenging roads. It is always fun and it will provide an excellent opportunity for me to see how my well my new engine pulls with the GP3 camshaft (I'm sure I can spool up the 1000 or so break in miles in a month ☺)

Enjoy spring and happy motoring to everyone
 Ryan Miles rjhmile@yahoo.com

Buckeye TRIUMPHS Events 2001

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

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

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

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

614-846 2321

May 1	BT Business/Social Meeting hosted by John and Charma Huddy, Fontanelle Restaurant, 166 Graceland Boulevard, Graceland Shopping Center, Columbus. Huddy's phone # (614) 846-2321.
May 12	TR6 Transmission Wrap-up Session, Nelson Riedel, Instructor, 86 Llanberis Drive, Granville. Starting at 8:30 AM. Call Nelson at (740) 587-2509, if you need directions.
May 20	Easton British Car and Bike Show, Easton Town Center, 9:00 AM until 4:00 PM. Contact John Huddy with questions. Phone # (614) 846-2321.
June 5	BT Business/Social Meeting hosted by Jim and Margo Washburn, 2877 N. Lake Court, Columbus. Phone # (614) 882-5219.
June 22 & 23	BT drives to Mid-Ohio Race Course for the Vintage Sports Car Races. Details TBA
July 6 & 7	Len Immke Arthritis Foundation Cruise-In and Car Show, Metro Center, Dublin. This is a biggie and shouldn't be missed. Contact Murry Mercier with questions. Phone # 888-0838
July 21	BT Driving Event hosted by Bruce and Ryan Miles. Details TBA.
August 18	BT Driving Event. Details TBA
Sept. 21 - 23	BT Driving Event to Mid-Ohio for the Valvoline Run-offs, Lexington. Note: BT member, Sam Halkias, races his E-Production TR6 on Sept. 21.
Oct. 2	BT Business/Social Meeting – Host unassigned as yet.

Oct. 20	BT Driving Event. Details TBA
Nov. 13	BT Business/Social Meeting – Host unassigned as yet.
Dec. 4	BT Business/Social Meeting – Host unassigned as yet.

Triumph Events 2001

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

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

May 6	British Car Show and Swap Meet, Holiday Inn, Wadsworth, Ohio, hosted by the Cleveland area Austin Healey Club. If interested in joining the caravan, contact John Huddy or Jim VanOrder. Phone #s (614) 846-2321 or (740) 967-2110. *Note: This is one of the better swap meets with new and used parts for your LBC.
May 18 –20	Import/Replicar Nationals and Swap Meet, Carlisle, PA. Contact John Huddy or Jim VanOrder with questions. Phone #s (614) 846-2321 or (740) 967-2110.
June 21 – 24	Triumph Register of America National Meeting sponsored by the TRA National Committee, Baltimore, MD. Contact Joe Richards , Tom Mahoney or Amy Neu with questions. Their phone #s are: (740) 756-4575, (740) 965-1809 and (614) 764-2762.
Aug. 10 –12	The Roadster Factory Summer Party, Armagh, PA. (This is another event that you shouldn't miss. Charles Runyan invites one thousand of his closest friends.) Contact John Huddy with questions. Phone # (614) 846-2321.

The Triumph List is a network of Triumph enthusiasts linked by email. On a typical day 20 to 30 messages are sent to all subscribers dealing with all aspects of Triumphs. Typically one subscriber will pose a question that is then answered by one or several other subscribers. I find the "how to" and "where to get" subjects most valuable. To sign up for this free service, sent an email to: majordome@autox.team.net with nothing in the text except the two words: **subscribe triumph** You'll get a confirmation email within a few minutes with directions for initiating your subscription. Return the subscription and within a few minutes you'll start receiving mail.

The list was then polled for information about the Eastwood \$150 gun. Again a bunch of responses from folks who said to buy the \$100 gun from Harbor Freight, it works better. Several of these folks had bought the Eastwood gun and then the HF gun later. They all said it does a great job.

Fred Thompson (FT) (vafred@erols.com) of Stafford, VA then volunteered to send some background literature and some "how to" notes. The notes were excellent. He also included some photos showing a fixture he made to PC wheels and a rack to transfer the pieces to the oven. He also sent several photos of his magnificent TR3 where much of the stuff under the hood is PCed.

Well, that got me started. But first the blasting and paint booth had to be cleaned up. Then the blast cabinet had to be replaced, then the basement ceiling, etc. down the slippery slide.

Why Powder Coat?

Powder coating provides a very durable finish that remains smooth and easy to clean. Things one might want to powder coat are manifolds, carbs, master cylinders, seat sliders, door latching hardware, valve covers, air filter housings, thermostat housings, wheels, suspension components, etc, etc.

The dry powder is sprayed onto the object being painted and then the object is heated in an oven for a short period till the powder melts and flows. One of the neat things about PC is that the parts can be used immediately upon cooling. Instant gratification! Many manufacturers are using PC because it has little environment side effects and significantly reduces manufacturing times.

The Equipment

Everything that you need to do home powder coating, the costs involved, where to get stuff, etc is described here. Much of the equipment has other uses and many of you already have much of this equipment. Everything required is included so that the end-to-end process is covered. A brief "how to" in included at the end.

Degreasing Equipment

One truth about most Triumph parts, half of each part is covered in rust and the other half in grease. The first thing is to get rid



Notes from Nelson

Powder Coating Equipment

About two years ago my brother showed me the ceramic powder coated exhaust system on his street rod. Both the inside and outside from the manifold through the tail pipe had been coated. The power coating significantly reduces the exhaust system temperature and keeps it's appearance indefinitely. It was really neat but expensive.

A few months ago John Huddy said that he was having some of the suspension parts on his TR3 powder coated. He also mentioned that one could buy a powder coating system from Eastwood for ~\$150 and get an old oven and you're ready to go.

After cleaning up a brake master cylinder about a month ago I inquired of the Triumph List for suggestions on preserving the appearance. About a half dozen responses said to Powder Coat (PC) it.

of the grease. You can use cans of spray degreaser which actually work pretty well. A 20-gallon parts washer was purchased some years ago from Harbor Freight (<http://www.harborfreight.com/>). They currently have the same thing for \$80. Five gallons of solvent was purchased recently from the local farm equipment store for \$25. The washer has a metal tray about mid way up the tank that was removed so that the parts can be set in the solvent. The tray makes an excellent cover for part of the workbench to protect it when welding.

A three-step degreasing process is used; the parts are first placed in old 5 gallon drywall joint cement bucket filled with kerosene to get rid of the big chunks of grease and dirt. The parts are then placed in the parts washer to get rid of the remainder. Lastly, parts are toughly washed with dishwashing detergent to get the solvent off. This last step could probably best be done in the dishwasher but have never tried for fear I might be caught.

Blasting Equipment

Surfaces to be PCed must be metal (conduct electricity) and be completely free of grease, rust, old paint, etc. Abrasive blasting is the preferred way to get rid of the corrosion and old paint and to roughen the surface so that the paint adheres. A homemade blast cabinet constructed many years ago had deteriorated to the point it was junk. The small replacement abrasive blast cabinet shown in the next photo was purchased from Harbor Freight for \$90. A packet of 10 window shields for \$13 and 25 pounds of glass beads for \$17 were also purchased. Additional glass beads can be purchased from EDCO Tool & Supply or Lorenz Equipment, both in Columbus.



The molded plastic cabinet contains a socket for an incandescent lamp. The clear plastic lid lifts for access to the interior. The edges of the disposable shield have a sticky tape of sorts that hold them to the underside of the window. The shield becomes etched and cloudy after a

few hours use and must be replaced. This cabinet is large enough to hold manifolds, seat slide assemblies, wheels (as shown in next photo) and similar parts up to about 20 inches in length.



The bottom of the cabinet slopes to the center forming a hopper. The end of the gun siphon hose picks up the beads from this point so the abrasive is continuously recycled. There is a plug in the bottom to drain the abrasive. The abrasive should be drained into a bucket periodically and then poured through a screen to remove the larger pieces of debris that might plug the gun. The cabinet should be located where the small amount of abrasive that leaks out during use can be tolerated.

The large hose clamps that secure the gloves work loose because the surface is smooth and slightly sloped. Covering the surface the gloves clamp to with masking tape fixed this. The siphon tube is loose and too long. It appears to be a standard tube used for hand blasters. That tube was replaced with a short length of 3/8 copper tubing that was secured with a clamp (holes for small bolts drilled through cabinet) such that the end of the tube is at the bottom of the hopper. Works slick.

Larger pieces are blasted in the back yard using a small portable blaster (Lowe's ~\$25). An old plastic 5-gallon drywall joint cement bucket makes an excellent hopper. 100-pound bags of blasting sand cost \$4.50 at the local masonry supply store. This sand is not recycled and leaves a bit of a mess on the ground. Before getting this new cabinet, four TR6 wheels were blasted. The project took at least 4 hours and 400 pounds of sand. It probably could have been done commercially at a cost of about \$50, which probably would have been a better choice. A blasting hood (~\$18 from Harbor Freight) makes the outside blasting job just about bearable. A breathing apparatus should be used to keep the silica out of the lungs (The same filter used spray painting is a good choice here).

Air Compressor

Like the song says, you can't have too much fun. Also, you can't have too many Triumphs or too big of an air compressor. The compressor air output at a specific pressure, typically 90 psi, should be used rather than horsepower rating to compare different units because the stated horsepower can be very misleading. Units that provide ~ 7 CPM @ 90 psi are available from Harbor Freight and the local farm product stores (Tractor supply Company, Quality Farm & Fleet) for about \$300. This is about the largest unit that can be operated practically from 115 volts. These units usually have a 20-gallon horizontal tank. This size compressor is sufficient to power the blast cabinet with the smaller diameter tip. It will also power the typical hand blast gun. This is the size I have.

The next size up is the vertical units typically with 60-gallon tanks that cost \$500 to \$600. These units deliver 10 to 13 CFM @ 90 psi and require 230 volt power. (The components necessary to add a 230-volt circuit will cost \$25 to \$50 if you install it yourself.) These larger compressors really help with the blasting ---- makes it go much faster. Something in the 13 CFM range is probably the optimum choice for the home auto restorer if the budget can stand the cost.

The best choice if funds are available is the two stage units costing \$900 - \$1000 that typically deliver about 16 CFM @ 175 psi. This allows a much higher-pressure distribution with the pressure reduced at the blasting site with a regulator. These higher-pressure units make impact wrenches really work.

Oven

The last step in the powder coating process is to bake the object at 350 to 400 degrees for 15 to 30 minutes. During this part of the process the powder melts and flows over the object. The size of the oven determines the biggest size object that can be PCed. (Eastwood sells an Infrared lamp for \$450 that can heat small areas at a time of larger objects.) Gas ovens must not be used since the vapor given off when the part is cured might ignite.

Jim VanOrder donated a used 30-inch kitchen range. The burner and broiler elements are not required and were removed. Garage sales and appliance dealers should be a good source for such an oven. The oven requires a 230-volt circuit. The components to wire a new circuit cost \$25 to \$50.

The powder gives off a fairly strong odor when heated so the oven should be placed in a well-ventilated area and breathing the fumes should be avoided. My oven is located in the basement workshop near a fairly strong exhaust fan. A nice breeze flows across the oven from an open window on one side to the exhaust fan on the other side keeping the smell out of the workshop as well as the rest of the house.

Powder Coating System

The next photo shows the Powder Coating System purchased from Harbor Freight. The metal box contains a

high voltage power supply. From the arc it draws I would guess it supplies 10,000 to 15,000 volt. Don't worry, it won't hurt you; it can supply very little current or power. If you touch it by accident, you may dirty your shorts, but will likely have no other effects. It is much like a hug static electricity discharge.

The powder container is at the top of the gun. The gun requires a 10 to 15 psi air supply at very low volume. When the trigger is pressed, air enters the bottom of the powder cup stirring up a cloud of powder that exits into a tube at the top of the powder container and then down and out the front of the gun. An anode at the end of the gun that connects to the high voltage supply charges the powder particles as they exit. The other power supply lead is connected to the object being painted. The powder exiting the gun forms a cloud that is attracted to the oppositely charged target. The powder that strikes the target sticks because of the electric charge.



This powder coating system currently costs \$80. A spare moisture separator (the black thing at the bottom of the gun) as well as some spare paint cups were also purchased for \$6 each.

Paint & Supplies

Eastwood (www.eastwoodco.com) sells a variety of powder paint for \$8 per half pound. They say a half-pound covers the same area as two or three aerosol cans. FT provided about 25 pounds in an assortment of colors for less than half the Eastwood price. The colors included Black (gloss, semi gloss and flat) silver, a high temperature silver for exhaust manifolds, aluminum, and clear. Small quantities of other colors can be purchased as required from Eastwood. The 25 pounds is probably more than is necessary to restore one car.

The paint must be kept dry and protected from large temperature changes. The powder arrived in plastic bags and was stored in plastic food storage containers. (Ryan Miles commented that the local police would be all bent out of shape if they saw me dividing up plastic bags of white powder). These containers should probably also be covered with plastic bags as a double security. Small

quantities of the most frequently used colors are kept in the spare paint cups.

The PC is somewhat thicker and harder than regular paint so one must be careful to mask off machined surfaces and threads. High temperature tape is available that is unaffected by the oven temperature. FT suggested that regular masking tape be used; it leaves a sticky surface that is easily removed with a prep solvent or mineral spirits. He was right; the tape turns a little brown and stiff but no problem.

Reusable silicon plugs seal threaded holes and other areas where you don't want the paint to go such as the bore of a hydraulic cylinder. Eastwood sells an assortment of 30 plugs for \$20. FT suggested Argon Masking Products in Mansfield (1+ 800 644-4161) where an assortment of hundreds of plugs were on sale for \$50 including tax, shipping and COD charges. The adjacent photo shows a PDWA with silicon plugs in all the holes.



Painting Location & Fixtures

The painting process leaves a powder residue in the surrounding area. There can't be too much of a breeze or the powder will be blown off the target. FT uses a rotating table with a windscreen around about half of the sides. I think he uses this outside or maybe in the garage. Outside certainly isn't practical in the Ohio winters.

A small closet is used here for both blasting and painting. A large vent fan, several florescent lights and a couple rotating fixtures with hooks were installed as part of the basement cleanup mentioned earlier. A board and newspaper are placed over the blast cabinet when painting. There is a layer of furnace filter at the vent input to catch the over spray so that it doesn't mark the house siding below the vent. The rotating hooks make it easy to spray all sides of an object. This arrangement is used for spraying both regular paint and powder.



The photo shows the PDWA in the process of being PC clear coated. Note that it is hanging from a rotating fixture

in the ceiling. The vent is behind with the vent door open and a pretty dirty filter is in the exhaust opening. If you are viewing the pictures in color, you'll see that the PDWA has been coated with the white powder that will become clear when cured in the oven.

There must be an electrical connection to each piece being PCed. In this case, the wire holding object provides the electrical connection. The ground from the power supply is clipped to the end of this wire. Steel wire works fine even though it is a relatively poor conductor since the current flow is miniscule. The Wal-Mart hobby department carries a suitable wire made for tying flower arrangements. Heavier wire can be used if required to support heavy objects. Note that the wire is coated the first time it is used and shouldn't be used again to provide the electrical connection.

In most cases the objects are wired below an oven rack that is hung from one of the rotating hooks for painting. The rack and parts are then transferred to the oven for curing. The next photo shows master cylinders and hydraulic pipes ready for PCing.



The Actual Process

The first step is to degrease the object. If it is really greasy, it should then be heated in the oven at about 350 degrees for about 20 minutes to bring more of the grease to the surface and then washed in a strong detergent and blown dry. Then to the bead blaster to get rid of any rust and remaining paint. I've had some problems with the little beads getting in the paint later so when finished blasting I wash with a metal prep etching solution (phosphoric acid) and then rinse thoroughly with clean water and then blow dry. This was my idea --- not suggested by FT or others. (My daughter works for a company that uses PC on metal electronic enclosures. Their processes for new metal is to wash it in a phosphate solution, rinse thoroughly, blow dry and then PC.) After wiring the object under the oven rack it is thoroughly wiped with a tack cloth (from NAPA or your favorite auto finish supplier at \$1 to \$2). This step is very import, especially on flat surfaces where a piece of sand looks like a boulder under a high gloss PC finish.

Next, the rack is hung from one of the rotating hooks in the paint closet ceiling, the vent door opened, the vent turned on and the closet door closed to limit the air supplied to the vent. (This produces a very slight breeze, not enough to

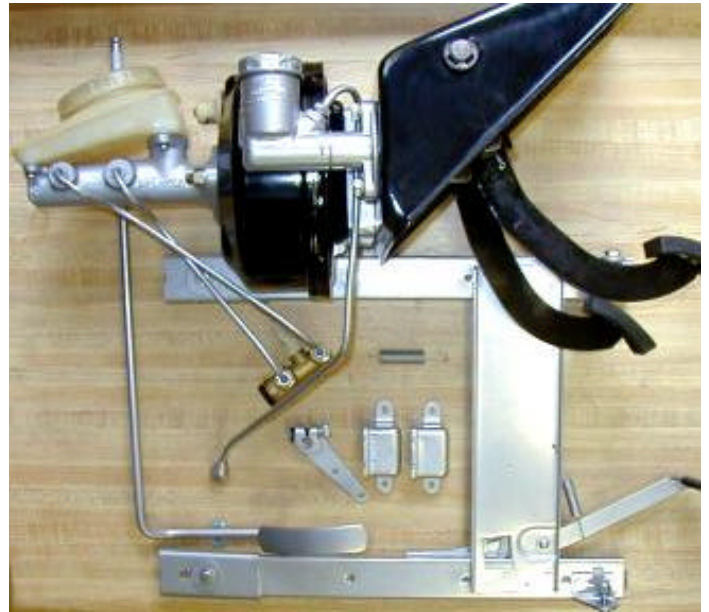
disturb the powdering process but enough so that no powder comes back on me so I don't usually use a breathing mask.) Newspaper is placed under the rack and the ground wire is attached to the wires from the objects.

About an inch of powder is placed in the bottom of the cup and the gun is turned upside down so the cup can be attached without spilling the powder. The air supply is adjusted to about 10 psi. (When the gun is triggered the pressure drops to about 5 psi which seems to work fine.) FT suggests using rubber dishwashing gloves to prevent getting shocked if the gun anode is touched accidentally. I find gloves rather clumsy and getting shocked from time to time makes the job exciting.

Next, the power supply is powered up and the foot pedal electrical switch is pressed, and we're ready to go. When the gun is triggered, a small cloud of powder exits the gun. The gun is held 6 to 8 inches from the target and moved around until all areas are coated. (The gun should be kept level or pointed down. If the gun is pointed up, the outlet tube may come in contact with the powder in the cup resulting in a glob of powder exiting the gun.) The inside corners tend to get less powder so the gun is held very close to these areas to coat them. The rack is rotated as required to cover all sides. If you mess up and get piles on the powder on the top, the powder can be blown off with the air gun and recoated. (I have an air gun permanently connect and about 10 psi works fine for this.) After all areas are uniformly coated the foot switch is released and the power supply is turned off. The tip of the gun is then touched to the clip on the end of the ground wire to discharge the gun. You'll get a nice half-inch arc if everything is running right. It's a good idea to double check at this time to make sure everything is coated properly. There is no rush and there is no problem with turning the power back on and spaying some area again.

Next, the rack with powdered parts is transferred to the pre-heated oven. The curing should be done at 350 to 400 degrees. It's wise to get an inexpensive oven thermometer to make sure the oven thermostat is calibrated properly. Heat thin sheet metal for about 15 minutes, heavier objects such as hydraulic cylinders and wheels for 25 minutes. When done, turn off the oven, crack the door and let cool slowly. Objects of small mass cool quickly. Larger objects such as hydraulic cylinders may take half hour or longer.

The following photos show some of the first things I PCed. The brake servo was sprayed with engine paint rather than PCed out of fear that the heat would damage the rubber diaphragm. Everything else was PCed. The small box-like things are relay cases. The internal electrical parts were removed before the cases were blasted and PCed. The wiper motor cover was finished in black wrinkle and the associated gear assembly in aluminum. If you want to see the photos in color, download the newsletter from the website www.nextek.net/BuckeyeTriumphs



Recoating

FT says that pieces can be coated up to three times after which the part must be stripped. He also says that a very sharp abrasive such as "black beauty slag" must be used to strip the powder coating. I spent several hours stripping a TR6 carb float chamber without this abrasive --- what a mess.

Some paints such as silver must be clear coated to avoid deterioration from UV. This is a two-step process, a coat of silver and then a coat of clear. I haven't done that yet. A second and then a third coat were put on the pedal bracket. A few areas were missed the first time and the second time a few areas were too thin and turned out rough. The third time gave barely acceptable results. This part is hidden; otherwise it'd been stripped and done again.

Cleanup

An air gun (~20 psi) is used to blow the powder off the powder gun. The cup is removed first and each end of the gun is tapped into the cup to recover as much powder as possible. The gun is then held part way down in the trashcan and the remaining powder is blow off. The sheet of newspaper under the spraying area is folded in to retain the powder and thrown away. Any remaining powder is then cleaned up with the shop vac. The entire cleanup process takes less than 5 minutes. No expensive smelly solvents either.

Late TR Guy



May 2001 : By Bruce Clough (clough@erinet.com)

New Car Update

Well, we didn't end up with a Buick, but another Chrysler, a '97 Concode LXI (last year before the went to the "Blowfish" look). Hey, since I'm a fan of Motion Forward, Cab Forward is a natural. Has all the charm of a modern car, but I still like driving the wedges better! During the purchase, I found out that the salesman is a wedge owner, having a '80 TR7 DHC in his stable. So not only did he make a commission off me, he got some club data too! I'll try to get him to a meeting soon. We did seriously look at Rover Discovery's, but our parents couldn't (probably) crawl in, so we went with a sedan rather than SUV.

Just wanted to let you folks know that I was really happy with the Carfax service (www.carfax.com). For a \$20 fee they let you inquire their VIN# database for three months. This lets you know whether the car was leased, was on a salvage title, flood car, any accidents it was in, etc. I used it to turn down at least four cars we looked at that seemed real good, but were in accidents. Great deal – saved me several headaches. I haven't tried a TR VIN, but since their records are for all registered cars in the US, they ought to be in there also.

This also means that we have five cars for the four-car garage. Now with the Trooper, that was not a problem since it was so beat up and sat outside. The Concorde has 30,000 miles on it and is black (remember when I said I'd never buy another black car after the fiasco with the Dodge Shadow ES a decade ago, well, I blew it...), so it's going to stay indoors. That means that the TR4 is now in Frank Ciboch's Barn-O-Speed next to the '55 Chevy (Bowtie & Open Book, what a pair) while Bruce saves pennies for a Backyard Buddy. The goal is to have it installed by September. This means that I have to modify the garage door to open up further (go higher before making a 90 degree turn). Any lessons learned out there?

Spring Tour:

Well, you're going to have to come to the meeting for this one. The tour has not been run by press deadline, so I suppose you'll read about it next month. Unless, of course, you lived it...and that is ohhhh so much better!

TRA National Meeting

I got my registration form in the mail. Cost went up, but I suppose that's to be expected! Cost for four folks without counting the trip there and back, or getting drunk at the auction and buying a \$500 tool set (who would do that?) - \$610. I'd kinda like to know who's coming with us on the trip to Baltimore so I can plan. Right now I'm assuming us, Fowlers and Hartleys. There might be more from the Cincinnati area, so stay tuned for the last update next month. Repeating the most important stuff: The Triumph Register Of America National Meeting will be held in Baltimore at the Hunt Valley Inn:

Baltimore Marriott Hunt Valley Inn 245 Shawan Road, Hunt Valley, MD 21031 Phone: 1-410-785-7000, Fax: 1-410-785-0341

The schedule right now:

Tuesday, 19 Jun: Dayton to Logan, OH. Spend night in Logan-Lancaster at the Amerihost Inn, St Rt 664 @ US 33. 614-385-1700

Wednesday, 20 Jun: Leave Logan-Lancaster area after linking up with Buckeye Triumphs and COCTRA Members, Lunch somewhere around Marietta, possibly near Parkersburg, possibly farther east. Spend Night In Frostburg, MD at the Hampton Inn.

Thursday, 21 Jun: Leave Cumberland after breakfast for Baltimore via roads less traveled. Early Afternoon - Arrive at Hunt Valley Inn

Thursday, 21 Jun, through Sunday, 24 Jun Morning - TRA '01 at the Hunt Valley Inn

Sunday, 24 Jun: Leave early for home. Zoom, zoom on I-70. Prepare to love trucks.

We were planning on taking a more leisurely drive back, but Uncle Sam has other plans.

eBay Buy Of The Month

I saw something on eBay that I just had to get - an entire TR7 owners manual packet. So after blowing four other bidders out of the water (\$25 total, so it wasn't much of a blow...) I got an entire set of manuals in their blue plastic pouch. Inside this was the following"

- Owner's Manual
- Maintenance Handbook
- Forecourt Attention Card (Fluid check sheet – this is really cool, never seen one of these before!)
- TR7 5-Speed and Automatic Transmission Consumer Information
- Handbook Addendum
- AM/FM/Cassette Owner's Manual
- Sound System Warranty Travel Tag

These contain neat reading, some of which I'll share with y'all in the coming months. The cassette deck manual is needed since I put one of these in the TR4!

Wedge Tech Tips

Here's the problem (very typical with TR7's)

From: crashfx <crashfx@intergate.ca>
 To: tr7 <tr8@mercury.lcs.mit.edu>
 Subject: Cylinder Stud Help...

Hi all. Firstly, thanks in advance for any suggestions that may come of this... I have an ongoing problem removing a couple of head studs on an '80 7-DHC > (which should come a big surprise to everyone!). I'm kinda looking for some advice as to how to proceed. I've done a search on the archives but am still stuck. Anybody have any tips on how to secure the nuts short of welding. Would brazing work (I think I could do that with a slight modification to my propane camping stove!) Or, failing that, anybody local (Surrey, BC) have a portable welder (and the know how to use it) that feels like a beer or three for helping out?? Am I wasting my time trying to think about a cold weld? Or is the head destined for the rope trick (which I am desperately trying to avoid!).

Thanks for any help.
 Justin

Responding to the obvious plea for help comes Carl Mclver...

From: Carl Mclver
 To: crashfx; tr7
 Subject: Re: Cylinder Stud Help...

Nuthin' wrong with the rope trick. Safer than some methods you've proposed. Don't bother with trying to make the nuts stick to the stud. You're more likely to snap the stud off flush with the top of the head after you get that much torque on it. Then you've gotten a nut welded to a busted stud... I don't think there's any one method is guaranteed to work all the time. The decision for what solution lies in what we have on

hand and what we feel safe doing.

Now, I believe Clifton Davis has a head removal tool he might loan you. Pretty hefty tool that somehow gets past the corrosion that's fused the head to the stud. In the absence of that, I've tried all kinds of ways, and it could be that a combination of hammers, crowbars, wedges, etc, did the trick. The head on my Spider broke two studs and I had to wedge the head up enough to saw the studs out. Expensive to have the head welded and machined, but hey, it's off and now back on, properly antiseized.

My trick for jamming stud nuts is to use two wrenches. First clean the threads with solvent. Oil is a bad thing now. Use one wrench of socket to hold the bottom nut tight and the upper one does your turning. A washer might help here get your threads offset enough to tighten them. Just don't be surprised when the stud snaps, it's happened to the best of us. Then resort to all manner of brute forces to achieve the necessary ends!

At that point Clifton Davis (St Louis, MO) chimed in, probably since Carl name-dropped!

From: CLIFTON DAVIS
 Subject: Tr7 Cylinder Head Stud Removal

Another method that I have not seen mention on the mailing list (I found this an VTR magazine, issue 47 that I bought on Ebay). This may sound kind of destructive, but it mention using an air hammer with pointed impact tip on the stud to break the corrosion around the stud and head. this was next last step of removing the studs, welding the nuts to the studs were last. Here's part of the article (written by Bill Sohl):

"The difficultly in getting them out is most likely due to corrosion between the steel stud and aluminum cylinder head. If you examine the stock nuts, you'll find the center of the slotted area to be small round opening. I then used an air impact hammer held in place against the rounded center off the center and hammered away at the stud in an effort to "break-up" the corrosion. You'll need to experiment with the air pressure setting of your air supply to find a pressure that is high enough to get the job done, while not so high as to be impossible to hold the hammer in place. it is probably an good ideal to try the air hammer on some other hard surface around your shop or garage while you initially adjust the air pressure.

IMPORTANT HINT——when working with air hammer always leave one nut on stud. By doing so, you can always unscrew that nut to straighten any of the top threads of the stud that may accidentally get banged up when you are using the air hammer.

I found that if I held the air hammer tight against the stud, then pulled the trigger while lifting the air hammer slowly, the air hammer would begin to operate. if you encounter great difficulty holding the air hammer in place , you can create an pocket for the tip of air hammer by using a tall nut screwed down just far enough to stay on the stud . You will have to do this also is one or more of the studs do not have the rounded center.

After using the air hammer for only a few minutes, we were able to remove the fourth stud. The last stud was very corroded. There was absolutely no visible clearance between the stud and the hole in the cylinder head. we could see, however, that using the air hammer as described the corrosion was slowly being broken up, so we could slightly rotate the head itself. The rotation of the head didn't free the stud in the head yet, but it did at least "break" the hold that have been present between the stud and the engine block. this meant that now the only thing preventing the stud from turning was the corrosion. Again, more use of the air hammer, try to remove the stud, more air hammer, etc. etc. until the stud finally began to turn. (NOTE, each session with the air hammer was done for at least 10 minutes.)

In our case, once the stud began to turn it backed the head fully off the block and we then had the cylinder head removed with the stud still in it. Since the stud did turn, we just kept flushing it with more WD40 and turning it until was free enough that we were able to tap it out with a hammer and a punch."

This article was written by Bill Sohl in VTR Magazine, issue 47. There was some illustration photos with this article. I have not tried this yet, but it sounds practical to me. I will be trying this on an engine with low mileage and and good head later this spring. If you should try this let the list know how this works. cliffon davis

Well, that's it for this month. I can't be at the May BT or MVT meetings, but if you need to get in touch call me at 937-376-9946, or clough@erinet.com. Have a wedge-i-mite sandwich for me!

Buckeye TRIUMPHS REGALIA

- Golf Shirts –Outer Banks - 100% Cotton \$35.00
 - Style 17434-Solid body color with Collar of contrasting color
 - Wine, with Navy Blue
 - Spruce, with Navy Blue
 - White, with Black
 - Navy Blue, with Green
 - Oatmeal, with Green
 - Style 17489-Solid body color with a striped Collar
 - Spruce, with Blue Stripe
 - White, with Black Stripe
 - Black, with Red Stripe
 - Red, with Blue stripe
- T-Shirts - Lt Grey Cotton \$14.00
 - BTC Logo - front
 - Large Wreath Logo – back
- Patch Embroidered Logo \$10.00
- Buckeye TRIUMPHS Logo \$10.00
 - Embroidered on your article

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

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

CLUB NAME TAG SALE

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

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

Classifieds:

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

FOR SALE

1973 Triumph TR6

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

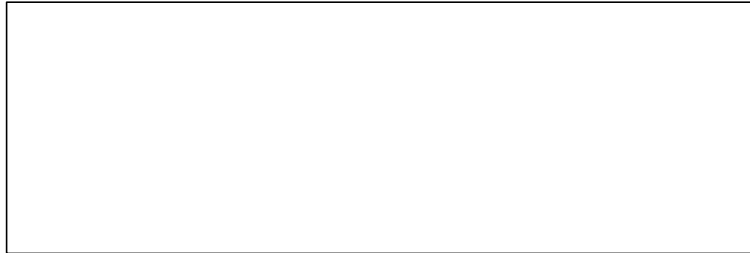
1971 Triumph TR6 signal red fresh paint and body work, Amco trunk rack runs great \$6850.00 contact Doug at 614-878-6373

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

Doug's Parts 614-878-6373

Braden.13@OSU.edu <http://www.triumphparts.com>

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



Buckeye Triumphs Newsletter – May, 2001
Business Social Meeting Tuesday May 1st
Easton Car Show – Sunday May 20th
See inside for details...