



Buckeye Triumphs Newsletter

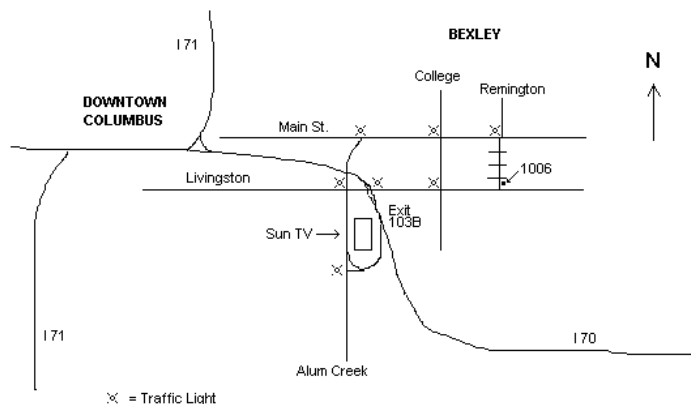
Visit us at: www.nextek.net/BuckeyeTriumphs

Upcoming Events!

BT Social / Business Event – Tuesday, September 5th

The BT Social and Business event for September will be held on September 5th at Terry Graham's house in Bexley. Meeting will start at 6:30 but you can start arriving anytime after 6:00. This is a BYOF (bring your own food) event. Terry is providing her home – not feeding us. (PS she has a spitfire that I understand she has had since new and it has a habit of backfiring on her – bring your ideas!)

The address is 1006 S. Remington Rd. in Bexley - here is a map:



Take I70 West to Columbus.
Exit I70 at Exit 103B (Livingston Ave.) Turn right on Livingston.
After about 0.5 mile turn left onto Remington Rd.
The address is 1006 S. Remington Rd., about 7 houses up on the right side.

September 16th and 17th DRIVING EVENT (An Overnighter!)

The September driving event is still in the “incomplete” planning stages – here is what I can tell you. We are planning an overnight event that will include the a Sunday visit to the North Coast Triumph show at Alpine Valley ski resort on route 322 east of Cleveland Ohio.

The plan is to meet on Saturday, September 16th, at the McDonald's restaurant located at Sunbury Road and Route 161 on The North East side of Columbus.

We will start our trip at 9:30 in the morning.

I am still putting the details together - we were trying for Punderson Start Park Lodge close to Burton Ohio, but they have informed me that they have a 2 night minimum stay ☹.

We plan to visit some of the Ohio Winery's in the NE Ohio Section. Dinner at 1 for sure (I am still gathering recommendations from some of the North Coast folks)

2 Lane (hopefully twisty) roads most of the way – pass through Amish country with and emergency shopping stops and lunch someplace fun along the way.

RSVP's required ASAP (i.e. *contact me as soon as you know you want to come*) and I will have the lodging location figured out by then.

The North Coast club had quite a showing at Easton earlier this year – now we can see how they do things (Ryan & I have been here for the last 3 years – it's a fun show)

Return on Sunday will be “the quick way” via interstate highway.

Hope you can join us!

Bruce Miles 740-587-4179 bmiles@intinfo.com

Editor's Corner

Well August was a blur!

Had fun at the TRF summer party and survived the camping (very nice weather this year!)

Ryan has been making good headway on his 74 rebuild and we have been pretty busy parting out the '69

Ryan has all of his suspension parts cleaned, painted and rebuilt. The engine is reassembled (balanced, head shaved for high compression, Richard Good cam, heavy duty valve springs, new block and pistons), clutch and transmission mounted, manifolds on, carbs rebuilt and mounted, steering rack installed. New u-joints all the way around.

Officers and the Fine Print

The Buckeye Triumph Newsletter is a publication of Buckeye Triumph Club, and the content herein is not officially endorsed by the staff or members of the Buckeye Triumph Club, 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...

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He has done almost all of this by himself, with the help of many of you answering all of the questions that he has asked. There will be a smoke test soon. Here is a couple of pictures:



I got my dad moved to Florida this month. Hope you all enjoyed the Wedding pictures from last month. Kim was horrified when she realized that I had included those in the newsletter. I thought they were fun to see.

The '69 is just about history.



John & Charma's TR7 gave us a scare coming home with the engine running hot. We had a few stops to insure that all was well. Here is the crack BT staff analyzing the problem:



Hope you all can join us on the weekend of the 16th – I look forward to hearing from you!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – September 21st, 2000

President's Corner – September, 2000

Blimey!! Our Summer has nearly Blown By – Another busy month for all of us as we've tried to 'Do So Much in So Little Time'. Lot's of demands and choices – Work and Play, Family and Friends, Vacation and Hobbies. How are you doing with your schedule?

Our Social and Business Event for August, the annual trek to The Roadster Factory Summer Party was a memorable trip for a large contingent of club members. There was a mixture of diehard campers at the farm and Holiday Inn campers in town; long-term Party'ers and First-timers that enjoyed this year's format. Charles Runyan continues to recognize his loyal customers and provide a venue for all of us to enjoy the British cars we love. Murry has more details to share in this newsletter.

BTW, our 8/19 Driving event was canceled due to 'Insufficient Interest' or 'Just Too tuckered' – So, Let's get committed to a good turnout for our September events.w

First, a BYOBasket for a Backyard Patio Picnic in the Bexley shade on Tuesday 9/5. It's the day after Labor Day, we know, Come on out – You'll enjoy the relaxing evening. See Jim's details.

Then, Bruce Miles has planned an Indian Summer Outing – on Saturday 9/16 – to the Northern Territory of Ohio. Be sure to join us if you are not going to the 6Pack Trials 2000 in Rockford, IL. More details from Bruce.

NOTE: Murry is the leader of a small band of TR6 members who are making the trip to the Trials 2000 event and he can describe a weekend of scheduled fun. The Clock Museum at the Clock Tower is worth a visit!

Now is a good time to plan for the October event at MidOhio for the Valvoline RunOffs.

Another BTW - Sam Halkias has qualified again for the SCCA RunOffs. He has had several fantastic races this summer that included setting track records at Road America and Grattan. So plan to be there in October to enjoy the sound of Triumph Thunder.

Bob Mains ims_mains@ode.state.oh.us

WELCOME NEW MEMBERS !

Buckeye TRIUMPHS extends a warm welcome to six new members in August:

- Frank & Pat Boehm from Columbus with a 1976 TR6
- Michael & Sue Castle from Columbus with 1970 TR6
- Mark & Vicki Hall from New Albany with a 1980 TR8
- Sandra Houk & Joseph Drew from Toledo with a 1974 TR6
- Carl & Elaine Moore from Dublin with a 1975 TR6
- David Schuldt from Columbus with a 1969 Spitfire MKII

Others who have joined our group of TRIUMPH enthusiasts this Summer include:

- Chuck & Wendy Lane from Hilliard with a 1972 TR6
- Terry Graham from Bexley with a 1979 Spitfire
- Gene Osendott from Columbus with a 1973 Stag
- Jim & Margo Washburn with a 1973 TR6

Nelson Riedel our webmaster would be pleased to add your photos and bio information to our website www.nextek.net/BuckeyeTriumphs Contact him through our website or directly at BTWebmaster@Nextek.net

Minutes from The Roadster Factory:

The Roadster Factory

Summer Party YEAR 2000

Buckeye TRIUMPHS was well represented at the TRF Summer Party with 29 members and 12 TRIUMPHS including the Cloughs, Chuck Davis, the Huddys, The Hutchinsons, the John Hartleys, the Ron Hartleys, the Merciers, the Merz, the Miles, the Moores, Gene Osendott, the Thomases, and the VanOrders .

The pictures tell a story of something for everyone. The campers provided a gathering point with snacks, beverages and shade for relaxing.



Gail VanOrder relaxing at the campgrounds.

Keystone Raceway provided a chance to compete to see who could come closest to their estimated time for the quarter mile. A vintage autocross course was constructed to allow guests to run an old-time *Sports car Slalom* . Then there were the side trips to Clem's for the best Bar-B-Q ribs in the area. Some of us managed to visit Clem's three times... just to make sure that the quality was

consistent.



A TR8 and a TR6 prepare to duke it out at the drag strip.



Bridgett Clough prepares to 'cook' dinner.

New members, Carl & Elaine Moore ham it up at the Luau.



The pigs gave their all... and we ate it up!



The big event was the Saturday Night Hawaiian Luau—a Jimmie Buffet Buffet hosted by Charles Runyan complete with Tekie torches, Roast pig served on china plates with silverware and linen napkins... for ~ 800 hungry British Car Buffs. A guitar duo serenaded the revelers into the night being capped off with a fireworks display.

All parties have to end sometime. What better way than to take over downtown Indiana for several blocks to display hundreds of British cars parked side by side block after block on Philadelphia Street.



The MG was the featured marque, but the Wedges were Well represented at the Concours on Sunday.

All returned safely to OH, to my knowledge, with a last stop at Clem's before we left PA and a final stop at Tom's Ice Cream Bowl in Zanesville before we went our separate ways... until next year's Summer Party.

Murry Mercier

Late TR Guy

The Continuing Adventures Of...



Sep 2000: By Bruce Clough (clough@erinet.com)

Dayton British Car Day

I'm not going to write squat about this except to say 225 cars, shaded parking in a grassy park, and great vendor support, both in the autojumble and the door prizes. MVT and Southwestern Centre MG Club of America worked their butts off. Wonderful show! I'll let other MVT writers wax poetic about it.



This Picture Graced The Dayton Daily News The Day After BCD'00

TR7 Gets New Name

I dislike the British "Teletubbies" show (basically because it a) teaches children to babble rather than working on real communication, and b) teaches them at an early age to consider the TV as the thing they must look to for entertainment as they grow older, but those are my opinions, not necessarily the views of Triumph owners at large). So when Bridgett gets a Teletubby (from now on

known as TT) for something it usually meets a sad demise. Somebody gave Bridgett a yellow TT for Christmas a year ago which I put on the grille of the Isuzu until I had to do some front end work. Now it resides on the front of the TR7 – hey, color's match! The TR7 is now named "La-La" in honor of that blasted yellow TT. I'm getting a red TT for the TR4, but I'll keep the TR4's name at "Pandora"!

Misc. Roadster Factory Summer Party 2000 (TRFSP) Ramblings

I'll leave it up to other folks to write a concise article covering this wonderful event. What I'll provide are some short snippets of life at TRFSP'00 as I saw it.



TR's in formation sweep TRFSP'00 campsite clear of debris, bad jokes, Teletubbies, and the occasional MG

Hey, at least they know you're coming!

The brakes squeak on the TR7, I mean really squeak. It's so bad that Bridgett knows the car is coming via the squeak. During our caravan to dinner Thursday night (at the Surf & Turf in Johnstown – nice place) the others knew that Alice & Bridgett were with them due to the squeak. Alice got to the point of threatening me with no more nooky unless I fixed the issue. Being a normal male, that got me into action. I took out the brake pads (racing pads from Ted Schumacher) in the car and replaced them with softer TRF pads right there in the TRF field. 7 minutes a side – didn't even break a sweat! Squeek went away, Alice was happy, Bruce still didn't get any nooky since Bridgett was sleeping between us on the air mattress. Oh well.... *(Postlude – after driving back to Dayton the brakes now squeak which was expected, actually, after I noted a strange wear pattern on the driver's side pads when replacing them. I went back to a catalog and noticed that there are, as I expected, shims between the caliper pistons and the pads. These are noted in the figure below (thanks to Rimmer Bros. For letting us download this from their website). They are on order now, so maybe this will*

make the squeak go away. If not, I'm ordering an uprated brake system from Rimmer Bros.! I'm still waiting for the nooky.)

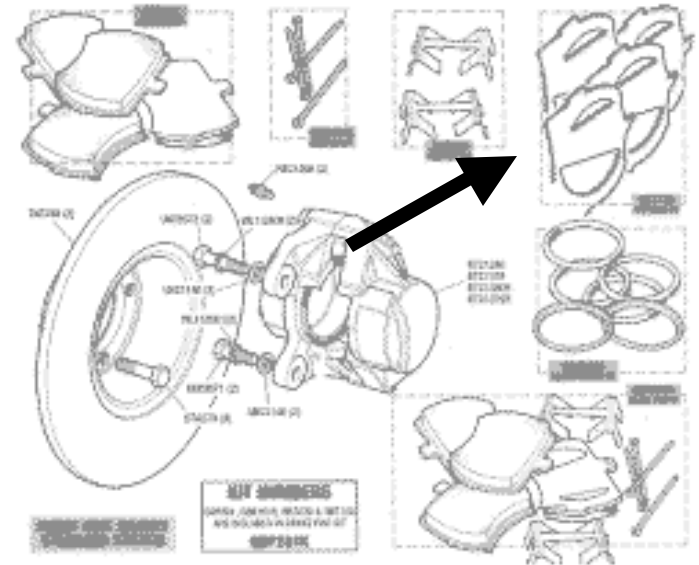


Figure Something-or-Other: TR7 Brake Shims

Okay, so that's what I get from complaining!

We always do the Mountain Tour on Saturday. I don't drag race (if I did I'd really drag race which means I'd put the car at risk, which I can't since we drove it), nor do I autocross (something about my eyesight that causes me to collect cones under the car, which can be a real bummer if you have a fibreglass front spoiler), but we do like to drive. The Mountain Tour is pretty neat 'cause you usually have 200+ cars cruising along in a line on Allegheny mountain roads, great for photo ops! This year it had an extra added bonus: it gave Bridgett and excellent chance to get that afternoon nap which she hadn't been getting (Lauren or Anne were always around to play with). Alice handed me Bridgett and we were off in La-La. As part of the lining-up procedure we all park off the side of Killen Road. I ended up behind a late model Midget. Starting up for the drive I noticed a thick wall of black smoke heading towards us – wonderful, I'm behind a smoker – does he have to pay acid-rain penalties? Other Mountain Tour radio listeners (Channel 10, Code 10 on the FM units) heard me keep up a constant diatribe about this car, from the black smoke, to the backfiring, the smell, to them leaving the turn signal on. I had plenty to talk about.

Going up the hill outside of Vintondale I suddenly see the Midget veer to the side of the road with the emergency flashers going. Since I'm a nice guy (besides what others might say) I pulled off to help the couple and was joined by the Merciers and the tour's clean-up driver. I went from bane to savior in a couple of seconds. All in a day's work for The Late TR Guy.

With the help of Murry's multi-meter the problem was traced to an heat-related electrical fault, probably not the

coil (even though it was just replaced before the run). My guess is the Lucas Lumination system built into the distributor. Using my cell phone we called for a tow truck and waited a bit with them. When we had done all that we could do we (Cloughs & Merciers) backtracked to TRF. Oh Bridgett? She slept through the whole thing!

Later that night at the Triple-C mixer I ran into the



The Ohio crew at TRF (about 30 people all told) belching and waiting for the Saturday night entertainment to begin. Band is in the far center of the photo.

couple again. They managed to get it back to TRF without a tow truck. I let him know how rich he was running, and let him know it was a simple thing to remove that Stromberg carb and replace with a twin SU set-up, words that were echoed by all there. I plan on making a horseshoe-type game with a set of CD-1752SE's one of these days. Look for it at Toys-R-U's soon, or possibly even a club meeting?



That Huddy, always one step ahead in camp cuisine! Here he shows us how to have a wonderful breakfast using just Miller Lite and Frosted Animal Crackers – Yum!

Parts-Is-Parts

Usually I don't find any parts in the TRFSP Autojumble. This year it was a veritable plethora of Wedge parts. I managed to find several good shifter rubber boot parts that are "NLS" (no longer stocked – in the vendor's jargon) which immediately went on La-La. This had double duty – I also provided a tech session and entertainment for bystanders. I could have bought a couple of heads and more brake parts, but then again I remembered that Bridgett and Alice had to have places to sit also.

No Mr. Bond, death by slowly lowering you into a vat of acid would be too humane, we're going to stick you in a TR4 for a day!

Every time I drive the TR4 for any length of time I start complaining. Simply put, the distance between the seat and foot pedals is too short. This results in me having my legs splayed, one against the center fascia support, the other jammed between the steering wheel and the door handle. After about 2 hours of this my legs ache. After 4 hours my left foot starts going numb. After 6 hours my back and arms get into the action. I first noticed this driving our old '64 from Texas to Ohio in 1984. Did I do anything about it? No. Noticed it again during our VTR Savannah trip in '92. Do anything? No. Complained about it going to TRFSP'95. Action taken – none. Well, at least I'm consistent.

This year I've decided to take action from my pains. I'm going to buy another wedge for the family for two TR outings and give the TR4 to Bridgett. Ha, and you thought I was going to replace the seat with one out of a TR6, relocate the seat further back, put in a smaller steering wheel, and make a bracket to rest my left foot on that didn't have a dimmer switch attached! Silly humans, that's not thinking "out-of-the-box"! Solved two problems – get two good long-distance Triumphs while keeping the TR4. If the car you have won't work right, buy another, you always have garage space. You have to think like a Late TR Guy!



The BT Gang-Of-Four (Anne, Bridgett, Lauren, and Natalie) Posing For the Cover Of Their New CD – “We Trashed The Tent Mom!”

TRFSP Quick Observations:

- Do you know that a campsite full of snore-ers sounds like a bunch of cicadas making mating noises in the August sun?...
- ...or you have to now get up before 6AM to get hot showers?
- We all need to lose weight or we're going to kill all our new tubular metal chairs (someone else can lose the first pound – I'll follow, believe me).
- Next year we're going to get a camper and tow it. Hitches will be installed on all Triumphs in the Clough fleet.
- Speaking of next year, let's ask TRF for a campsite with electricity!
- It's absolutely amazing how much stuff someone raised in a one-car, five children family can pack into a car. It took me almost an hour to get everything out of the TR7 after we got home, and the luggage rack wasn't even used!

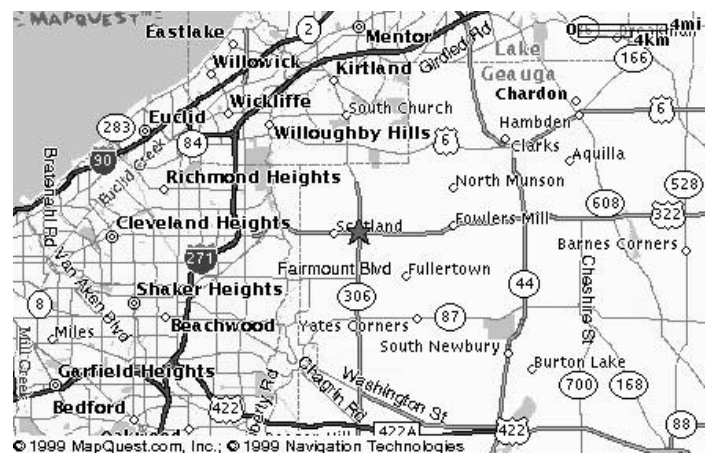
Epilogue

We made it back to Dayton about 8PM on Sunday. We didn't make the car show, but made at least one Antique stop on the way home (bought a Hallmark ornament I was looking for, and Alice found sleigh bells). We also took PA 66 around Greensburg rather than taking US 119 through town, which might have cut a couple of minutes off the transit time, but I miss cussing at the lights and it costs an extra buck! Next time we'll take US 22 to Pittsburgh and see if that saves any time.

Well, another 1000 miles + on each car, and each performed flawlessly, that is until they were parked overnight. Now the reverse lights are out on the TR7 and the TR4 radiator is leaking.! (Closer inspection of the TR7 also found several transmission rubber pieces shot as well). Both are now up on jack-stands awaiting parts. I also found out that a 34,000 mile original TR7 that I saw posted at TRF, but was in NW Ohio, has been stolen and totaled that weekend. Bummer, (He called me up and is planning on buying the car back and parting it out – look here for more info) I wanted to look at that car! I've also reviewed the video I shot that week, as well as the pictures (some included here). The video is definitely a contender for the “TR Witch Project”!

September Triumph Event – An Idea

I noticed in the last Buckeye Triumphs Newsletter that the September event was a Lake Erie tour on Sept 16. Did you know that Sept 17th is the 9th Annual British Car Show and Swap Meet hosted by North Coast Triumph Association in Chesterland, OH – just east of Cleveland?



Chesterland, OH

Is this a candidate for an overnigher, or what? I think I might even be able to talk some Miami Valley Triumph folks to come along.

I don't know what BT Pres. Bob has in store for us, but I might volunteer to help this one along! The last time I was in a Triumph event in this area we stayed the night at the

Rider's Inn (a large B&B) in Painsville. Great place! Hint, hint, nudge, nudge...

For more info on the show, contact Wayne McCoy at (330) 854-5502. No, sorry, no web site is available.

Tech Tip: Adding Electric Fan To TR7 Given You've Gotten Rid Of The A/C

Motivation

I like simple things, and I like simpler maintenance, which explains why I put an electric cooling fan on La-La. The goal was to end up with an engine compartment where I could get at the front of the engine without problems (reduce space required for cooling function), reduce engine load (I need every little slice of HP I can get), while increasing cooling efficiency. These are the same reasons that today's cars all have electric fans on them.

System Requirements

What we want to do is to install a system:

- that turns on the fans when the water starts to heat up
- has a manual switch to turn the fans on as a back up to the automatic switch, and as a way to check the fan operation with a cold radiator
- must cool as good as the stock belt driven fan
- must make maximum use of existing car wiring, principally from the A/C system

The fan could either pull air, or push air, but in this installation the fan will pull air since they are more efficient in cooling while pulling. This means that the fan will be mounted on the engine side of the radiator.

Assumption: A/C But No A/C

The car originally came with an A/C unit on the car and that you don't use it [Note 1]. This is the case for the vast majority of TR7's with air, especially DHC ones. We are going to use parts of the existing A/C system, especially the wiring and radiator thermostat, to simplify our installation (why add wires and sensors if they are already on it?). Now, one might ask why not just leave the old fans on? The answer is that the old fans are less efficient in cooling, use twice amount of electric power as the new fan, and weigh at least six times more since they require a metal shroud and frame.

Other Systems Impact

Existing Fan & Drive Belt– the existing fan will have to come off to allow clearance for the electric fan. If you need the air injection (see below) you can remove the fan and clutch and the electric fan will fit. If you don't need the air injection unit, or the car doesn't have one (FI cars), then the fan and pulley can both come off. In this case

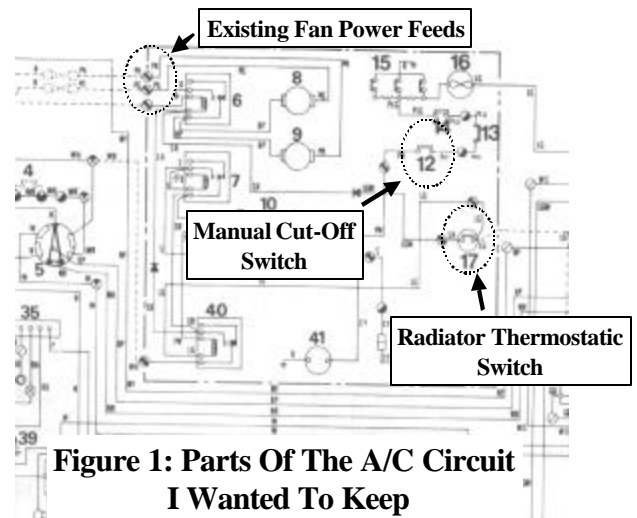
you'll have to replace the alternator drive belt with a shorter unit. I use a Gates

Air Injection: since the pulley the fan is mounted to also drives the air injector pump on non-fuel injected TR7's, taking the fan off will kill that function unless one saws off the fan mount extension on the pulley. In this case I'd get another fan/pulley unit so you can put it back to stock [Note 2].

Crankshaft Pulley – A/C cars have an extension hub as a part of the pulley. This extension drives the A/C compressor. This has to be eliminated in order for the new electric fan to fit. This can be done in two ways, either cut the hub off, or install a crank pulley from a non-A/C car.

What Do We Need To Use From The Existing Systems?

Figure 1 is the part of the (1980) TR7 wiring diagram for the A/C system.



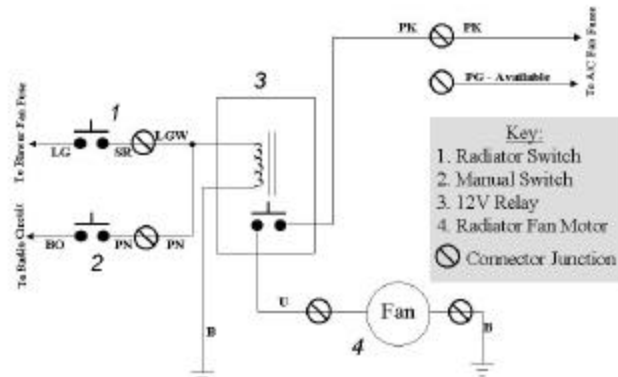
We want to keep the same power feeds so we don't have to run more thick wires and add fuses. We want to use the stock radiator thermostatic switch since: it's already there, the separate thermostatic switch costs another \$12, and no added wiring is needed. The existing manual cut-off switch is needed so we don't have to add another hole and switch to the interior, i.e., keep it original looking as possible.

What Do We Add

Figure 2 is a wiring diagram of the new system using both existing and new components. The new parts that had to be purchased were the fan, relay, and a few connectors and shrink-wrap tubing. That's it.

Fan: The fan of choice was a 14" shallow, high efficiency fan bout at Advance Auto parts for \$45. Note that this is well under the cost of electric fans from British Parts Suppliers. Not to knock the British parts suppliers, but if you were to use their systems you'd be spending \$70 on

up for the same thing. Those vendors are great for particular car parts, but for generic parts such as this fan it's best to buy them locally. The fan came with mounting hardware and wiring, but not a thermostatic switch. Since I was going to use the one already in the radiator from the A/C systems this was not a problem.



Note: Wire Color Codes Are Per Factory Manual, Page 381

Figure 2: TR7 Electric Fan - New Circuit

Relay: The relay is just a simple 12V relay I bought for \$4. One could use the old A/C relays, or a horn relay from a TR6 for that matter, but since I didn't want to hack apart the removed A/C relay harness, I opted for a new relay. Besides, those old relays were Lucas anyway...

Other: For wiring I used an old A/C harness connector and only used the wires I needed to connect the new relay. Four new spade connectors had to be added, and these were already in the toolbox. I also had plenty of wire included with the fan to connect up the relay. All connections to connectors were soldered and protected with shrink-wrap tubing. No crimping in engine compartments! This was the only part of the car where I had to cut-up an original part (I couldn't find another connector in time – this will give me something to look for at swap meets).

Installation

Installation took about a half-day [Note 3]. First of all we took off the fan, fan belt, and idler pulley, then cut off the crank pulley extension. A new alternator drive belt was put back on. The relay was attached to the body frame that goes in front of the engine (the one that holds the radiator) on the left hand side (to take advantage of the A/C wiring harness). The old A/C relay harness connector was modified to fit the circuit of Figure 2, and the fan was mounted to the radiator using the straps provided. The new wiring was then secured by wire ties, and tested. Worked the first time. Figure 3 shows the engine compartment with the components installed. Figure 4 is a shot of the relay mounted to the engine compartment where the A/C relays were.

Operation

Referring to Figure 2, the electric radiator fan is set into operation either by closing the manual switch (2), or the water temperature rises enough to close the radiator

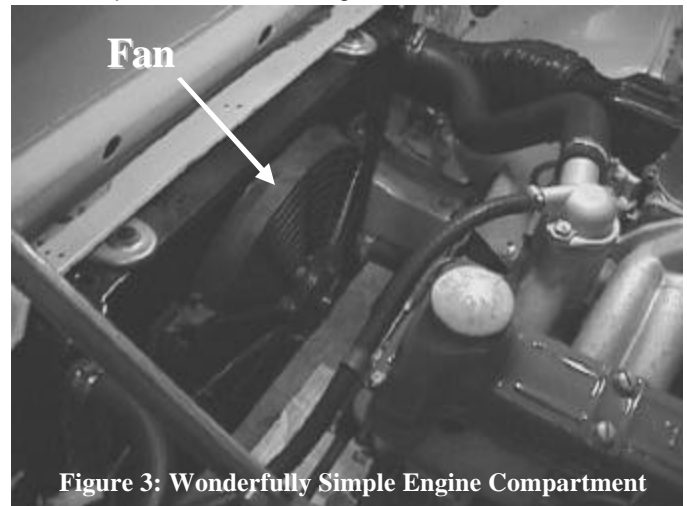


Figure 3: Wonderfully Simple Engine Compartment

thermostatic switch (1). In either case, closing of a switch will apply 12V to a relay (3). The relay contacts close, applying 12V from the old A/C fan circuit to new electric fan (4). The manual switch gets it's power from the radio circuit (used due to it's close proximity to the manual switch), and the radiator switch uses the blower motor circuit. Only one of the two existing A/C fan is used. The other is still available as a source of 12V, 10A power in the front of the engine compartment.

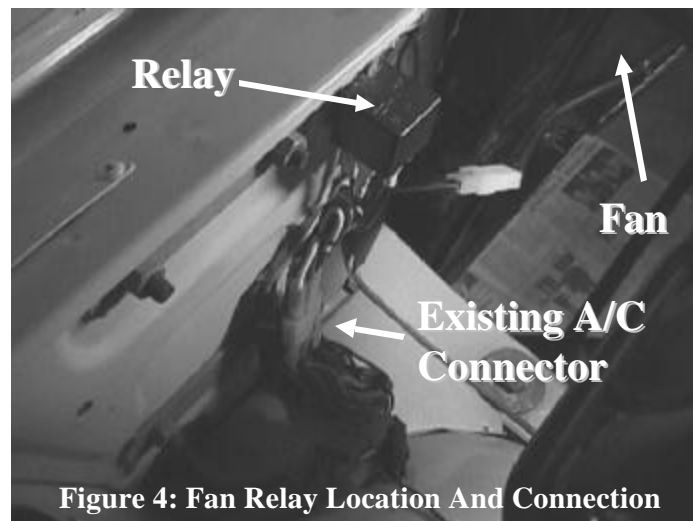


Figure 4: Fan Relay Location And Connection

Advantages

Several...

- *Increased cooling efficiency* – The electric fan is actually more efficient in cooling than the old belt driven fan. Not only was that fan a couple of inches from the radiator, but it was displaced up from the radiator. (Don't believe me? Look at yours – note the fan protector at the top of the radiator.) The electric

fan is close-coupled with the radiator to draw air better (less leakage around the blades), and the fan is pulling radiator air all over its area.

- *Increased power efficiency* – The fan only runs when needed. The old mechanical unit spun when the engine was cold since the fan temperature clutch always had some resistance to it. I haven't run the numbers, but the electrical system might also be a bit more efficient than the mechanical drive (it is in every other type of application)
- *Visual Simplicity* - Nice & orderly!

Drawbacks

Nothing is free...

- *Fan Failures* - With the old fan unit one knew of mechanical failures (fan belt, idler pulley bearings) before overheating occurred since a broken belt caused alternator failure and a bad bearing makes noise. Now the electrical circuit could fail without a notice. Is this a risk? I chose to take this risk since the reliability of the fans is very high, and the fusing on the circuit is high compared to the current draw.
- *Sneak Circuit* – The way I wired it up, having the manual switch draw power from the green circuit, leads to power being applied to the ignition circuit if the switch is "on" and the ignition key is turned to "accessory". In other words, turn the manual switch "on", turn the key from "run" to "accessory" and the car continues to run. This is due to connections internal in the wiring harness downstream to where we wired the manual switch. The cure for this is to run a dedicated line from the radiator switch to car +12V. I chose to live with the anomaly rather than adding a wire since the chance this causing a problem is small.

Cost:

- 14" Electric Fan (Advance Auto Parts) \$45
- 12V SPST Relay (From Pep Boys) \$4
- Radiator Sensor (From MG Automotive) \$11

As I said before my cost in time was a Saturday morning. Not much when the alternative was watching Discovery Channel reruns (ahhh, the atmosphere!)

Notes:

1. Why the hell do you need A/C on a DHC? Do you sweat so much that you have to have the top up? Why bother owning the DHC? C'mon people, tough it out!
2. I always store away my original equipment for the next owner, so if I modify something I get another unit to replace it in my storage pile!
3. This doesn't count the removal of the old A/C system. That's about another half-day, and another article!

Next Month:



The FASD!



See Y'all At The September Event!

Editor's Note: (in deep baritone voice):

"Thanks Late TR Guy".....

BT Events:

October	
3	Social/Business Event – Need a sponsor
21	Driving Event – Need a sponsor
November	
7	Social/Business Event – Need a sponsor
18	Driving Event – Need a sponsor
December	
5	Social/Business Event – Need a sponsor – Election of new officers

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).

Notes from Nelson

Editor's Note: Nelson is "roughing it" in Gahna, Africa until August 30th. Here is a picture of his electronics class:



Before he left, he sent me his continuing saga of "Sticky Clutches" –

The sticky clutch and the 15-minute solution

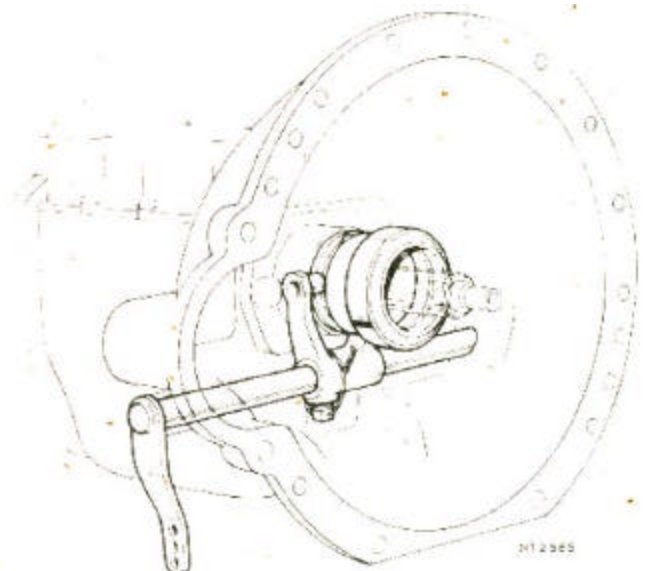
My TR-250 has developed a clutch problem. Everything is fine when it is cold. When warm, the clutch sticks. As the pedal is released, it hangs and then as the pedal is released further it will let go and pop out resulting in a jumpy start. (I always called these jumpy starts "woman's starts", especially if my daughter is within earshot. She

is really a smooth driver, drove a '73 TR6 while in college and afterward was a terror in a turbo charged Eclipse. Her response is that I can brag about my driving after demonstrating that I can drive on the freeway during rush hour while applying mascara, drinking coffee and talking on the telephone and of course, shifting gears and changing lanes.)

I drove the TR-250 in the late 1980's and then it sat till 1996. I now seem to recall that it had that clutch problem in the 80's. When I tried to start it in 1996 the clutch was frozen ---- the clutch plate was stuck to the flywheel. The transmission had to be pulled and clutch pressure plate removed to get at the clutch disk and pry it free from the flywheel. I cleaned up the front of the transmission and lubricated the throw-out bearing sleeve before reinstalling the transmission. Everything worked fine then. It first acted up again in mid 1999.

It's pretty clear that the problem is the throw-out bearing sleeve hanging up on the transmission front cover; the piece it slides over. The technical people at The Roadster Factory (TRF) pretty much confirmed that this is the problem during a recent visit. They said that if the problem occurs, it nearly always happens after the engine is hot. Their assumption is that the front cover expands more when hot than the sleeve thus reducing the clearance between the two.

We discussed why the problem tends to show up some time after the clutch is installed. We concluded that as the clutch wears, particles are thrown all over the place including on the inside of the part of the sleeve that extends beyond the front cover when the clutch is disengaged. When the clutch is then released it is likely that some of the particles get between the sleeve and the front cover causing it to bind. This explains why my TR250 ran for quite a while before the problem started and ran quite a while again after I cleaned and lubricated the sleeve and front cover.



A sketch of the clutch shaft, throw-out bearing and sleeve from a late Triumph Repair Operations Manual. Note that the sketch is in error, the arm on the clutch operating shaft is on the wrong side of the transmission ---- it is installed backwards. Pity the poor guy that reassembled his transmission following this drawing.

The next question was why does this happen on some cars and not others? The TRF expert said that the accumulation of tolerances is such that in some cases there is insufficient clearance between the sleeve and the front cover. He said that there should be a .015 inch difference between the outside diameter of the front cover and the inside diameter of the sleeve. If there is less, the sleeve should be honed.

I recently purchased a tool from TRF to press the throw-out bearing on the sleeve. In the accompanying directions (I read them by accident) they said that some replacement sleeves have a smaller diameter than the original pieces. **BINGO!** Old **DUMB** Nelson purchased a new sleeve for the TR250 to make sure that there would be no problem for a long time. Of course, I didn't check the clearance because the manual didn't specify a clearance dimension. I bet the new sleeve is too small.

The day after my visit to TRF Ryan Miles called to borrow the tool to press a new throw-out bearing on a new sleeve. I told him everything I learned and suggested that we check the clearance between the sleeve and the front cover; **it would only take 15 minutes.**

We measured the front cover outside diameter and found it to be 1.684 inches. The inside diameter of the sleeve measured 1.686 inches leaving a clearance of .002 inches. The inside surface of the sleeve was rough so it was easy to see that there would be a problem. We also measured two other front covers and found them to have the same outside diameter. We measured the inside diameter of two old sleeves I had and found one to be 1.689 inches and the other 1.692 inches. These give clearances of .005 inches and .008 inches. The latter is probably the one I took out of the TR250. (**DUMB! DUMB! DUMB!**)



Ryan measuring Front Cover



Ditto Sleeve

The expert at the TRF said that the inside of the sleeve should be honed to achieve the required clearance. Ryan had a set of hones so we tried using one for a few minutes. It smoothed the inside but had little effect on the inside diameter. Tried again for 10 minutes or so --- no measurable difference.



Honing Sleeve ---- didn't help

Next we tried to bore out the sleeve on the lathe. Couldn't bore it. We then examined the sleeve more carefully and discovered that it is hardened. The only way to enlarge the inside diameter is to grind (hone) it. I suspect that there are hones available that will enlarge the sleeve but we didn't have any.



Ryan trying to bore sleeve --- it didn't work either

We're beginning to think that the .015 inch clearance is overkill. This is influenced by the fact that we worked for about 15 minutes to increase the clearance by from .002 to .003 inches. (If it's too hard, it's not necessary). One thought was to use an old sleeve; after all, don't see how one could wear out unless the inside diameter got too large ---- the least of our concerns at the moment.

Another possibility was to make the front cover smaller. It is made of cast steel (not hardened) and was readily mounted on the lathe. It was simple to turn down this piece. We were a little uncomfortable working on the front cover because it is the one part that is the same size in our three samples. Thinking about that point a few minutes we realized that all the front covers were original manufacture and were clearly made to a closer tolerance than the sleeves. (No one seems to stock the front cover; that is probably a blessing since I'd have bought one for my TR250 and it probably would have been the wrong size too.)

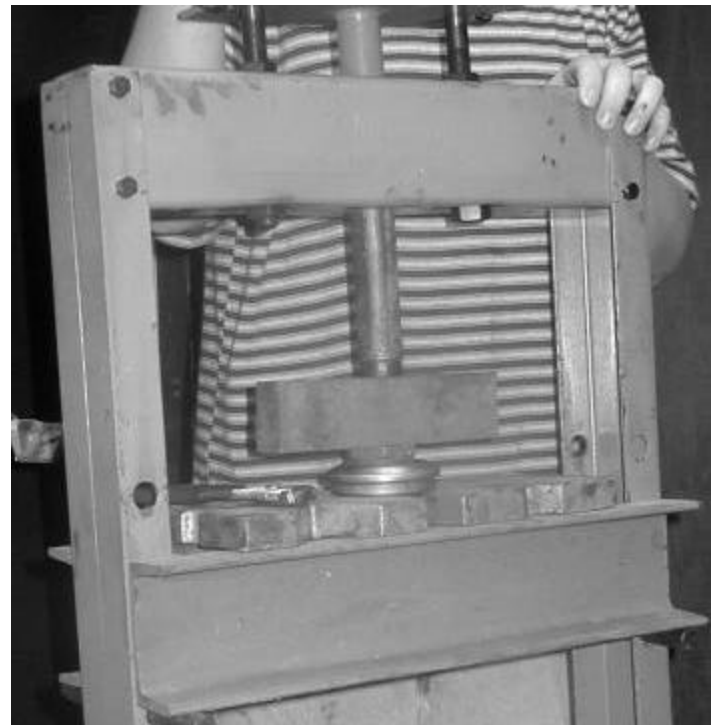


Turning Front Cover. This worked. Note four-legged apprentice beside transmission in background.

We then stepped back and reviewed the data:

- All the front covers are the same size even though some have seen well over 100,000 miles service. Hence they don't seem to wear.
- Sleeves with clearances of .005 and .008 inches had worked OK so the .015 inch clearance is probably overkill. (One possibility is that the newer clutches throw off particles larger than the original clutch necessitating the large clearance. I'm going to ignore that possibility for now.)
- Because the sleeve doesn't wear there is no reason to replace a sleeve unless it is broken. (One of the old ones had the back lip broken and been repaired by brazing the broken piece back on. As far as I know it caused no problem.)

We measured two old sleeves Ryan had and found clearances of .007 and .009 inches, about the same as the two I had. He also had another front cover that is about .001 inch larger than the three we measured earlier. His clutch had worked fine using the one with the .009 inch clearance.

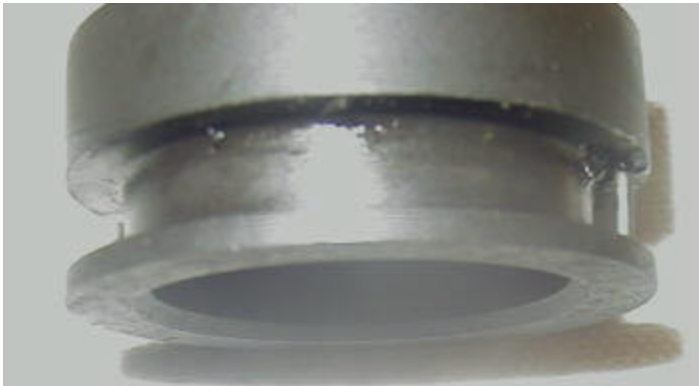


Ryan pressing old throw-out bearing off sleeve. The bearing can also be removed by using a hammer & punch.

We reexamined the four old sleeves and noticed some wear at the points the clutch fork pins engage the sleeve. (These pins near the open end of the clutch fork should not be confused with the tapered pin that prevents the clutch fork from rotating on the clutch operating shaft discussed last month.) We thought ---- wear on a hardened piece? Upon further investigation we found that the old sleeves were not hardened --- only the new one was hardened.

Ryan decided to use the combination of the new hardened sleeve and the front cover we had turned down to provide a .010 inch clearance. He then proceeded to press the new throw-out bearing on the new sleeve. It wouldn't go! We then measured the part of the sleeve that presses into the bearing and compared it to the old sleeve. It was .003 inches bigger than the old sleeve. There was no way we could make press the bearing on the sleeve without destroying the bearing. **What a piece of trash! (This part was not purchased from TRF.)**

We next examined the sleeve that Ryan had been using. The only wear points on the sleeve were from the clutch fork pins as noted above. My old sleeves showed similar wear. The sleeve is kept from rotating by a small pin that rests against the clutch fork pin. This pin is driven into a hole drilled laterally through the outer ring of the sleeve (see photo).



Pin in groove on right side of sleeve prevents sleeve from rotating

Ryan decided to use this old sleeve with a front cover we hadn't turned down so that he would have all "standard" parts. We removed the existing pin in the sleeve and drilled a new hole and installed a new pin about 90 degrees around the groove from the first one. This will position the clutch fork pins on a part of the sleeve that is not worn. This is as good as a new sleeve. (When the next clutch is installed in another 100,000 miles or so this process can be repeated.) We were all set to press the throw-out bearing on the sleeve. We took one more measurement of the parts and determined the clearance to be .008 inches.



Ryan pressing on new bearing using TRF tool.

After the bearing was pressed on we checked the clearance again. The inside diameter under the bearing was about .003 inches smaller. The expert at the TRF told me that this would happen; I just didn't expect the change to be that much. We then mounted the sleeve (with the bearing still installed) on the lathe and bored out the inside to restore a clearance of about .009 inches.

OK --- after everything was finished we did a new summary of our data, assumptions, interpretations and guesses:

- The transmission front covers all have essentially the same outside diameter and don't seem to be subject to wear.
- The sleeves taken from working units had a clearance in the .005 to .010 inch range.
- The recommended .015 inch clearance might be overkill but will probably do no harm.
- The maintenance manual doesn't specify a clearance between the sleeve and front cover because they are not subject to much wear and new factory parts had the required clearance (our assumption). This is no longer true.
- The only visible wear points on the sleeve seems to be the point where the clutch fork pins engage the sleeve. A new hole can be drilled and a new wire pin that prevents sleeve rotation can be installed in a different position. This will cause the clutch fork pins to engage the sleeve at different points that have no wear.
- The surface that mates with the throw-out bearing of a new sleeve should be measured and verified to be the same size as the old sleeve before attempting to press on a new throw-out bearing.
- The sleeve-to-front cover clearance should be measured after the throw-out bearing has been pressed on the sleeve. The sleeve should be honed or bored if necessary to achieve a satisfactory clearance.
- One should probably not use a hardened sleeve even if it has the correct dimensions. Pressing a hardened bearing onto a hardened sleeve may result in damage to the bearing --- the pressing process requires something to give and hardened parts don't give easily. One can tell a hardened part by trying to scratch the surface with a sharp object. The old sleeves are easily marked, not so the hardened sleeves.

The bottom line is **"replacing a working sleeve with a new one is a bad idea"**! The new one is likely to have a smaller inside diameter and must be enlarged to provide adequate clearance. Further, there is no apparent wear on sleeves that have been used for a long period. **If it ain't broke don't fix it!**

I plan to pull the transmission on my TR250 in the fall. I'll let you all know if the above speculation is in fact borne out on an actual sticky clutch.

Our 15-minute job took about 5 hours spread over two days. It was a lot of fun so, what the heck, cheap entertainment.

Editor's Note: Thanks Nelson

Owner Profile:

None for this month..... (HINT HINT)

Members in Other Cars...

The Central Ohio Classic Mustang show was yesterday at Kreiger Ford, we had over 150 cars and a great day, I took second in class. I need time and money to go for first, wish I had married a woman who owned a body shop.

The Volkfest 2000 saw Greg and Ann Gillman win second for their VW powered Porsche 912 and I took third with my VW powered Porsche 914, Buckeye Triumph Members are everywhere!! It was August 12th and a really great show at Watkins Memorial HS way east. Their was a Mopar National show at National Trails Raceway and driving out one saw lots of VWs and a bunch of Mopar muscle, very odd.

Bill Blake

Also from Bill Blake:

Bruce R. Miles

From: WRB247@aol.com
Sent: Monday, August 28, 2000 10:04 AM
Subject: Austin Mini

Hi Everyone, Fellow from Kentucky has a 1961 Austin Mini with a cooper s engine for sale, all new interior, mags, woodgrain dash, asking \$5,000, 901.687.3097, Don Majors, if you know anyone that is interested, he wants to buy a TR6 and come to the AF show next year he says. Thanks, Bill

Triumphs Triumph:

From: "Blubaugh" <rblubaug@netnitco.net>
To: <vtr@autox.team.net>
CC: <Alyeska222@aol.com>
Subject: Triumphs Triumph Again!
Date: Sun, 13 Aug 2000 22:05:54 -0500
Reply-to: "Blubaugh" <rblubaug@netnitco.net>

Just returned home from Indy where today (8/13) the Hoosier MGB Club Unlimited and the Indiana Triumph Club met for the 2nd annual MG Triumph Challenge. There were about 28 MGs and 27 Triumphs attending and following the dogs, brats, beans, chips, and drinks, the competitive "funkahana" games began. After a full

afternoon of driving events, Team Triumph was again victorious and Ye Ode British Oil Can will remain with the Triumph club for another year. Although it is not an event with a long history or an established tradition, the Triumph crowd is certainly proud of the two gold Triumph key blanks that hang from the gold chain on the handle of the Oil Can. The absence of an MG key blank is notably conspicuous (their turn will come in time). It was a great day and everyone seemed to have lots of fun driving, showing and playing with their LBCs.

Thanks to Dr. Scott Hamer (ITC President), David Griffith (ITC VP), Tom Beaver (ITC Secretary), Allan Harper (ITC Treasurer & Membership Chair), Dr. Brett Johnson (Editor / Publisher of ITC newsletters), Jay Simpson (HMGBCU President), Dan Griswold (HMGBCU VP), Judy Simpson (HMGBCU Secretary), Tom Hitch (HMGBCU Treasurer), Cindy Wood and Jim Paterson (HMGBCU Board Members), Ruth and Bob Donahue (HMGBCU newsletter editors) and ALL the folks who helped make this a fun filled event.

Having owned a couple of MGs and now a Triumph TR2, I tell the MG crowd have gone over to the "dark side" and I tell the Triumph crew that I have finally "seen the light." I am very proud to be a member of both clubs as are several others. Most of the members of both clubs enjoy and appreciate all British vehicles. It is really wonderful to participate in events that bring both clubs together. Long live the enthusiasts and the little cars of Coventry and Abdingdon!

Respectfully submitted,

Rob Blubaugh
Rensselaer, IN

Triumph Tunes!

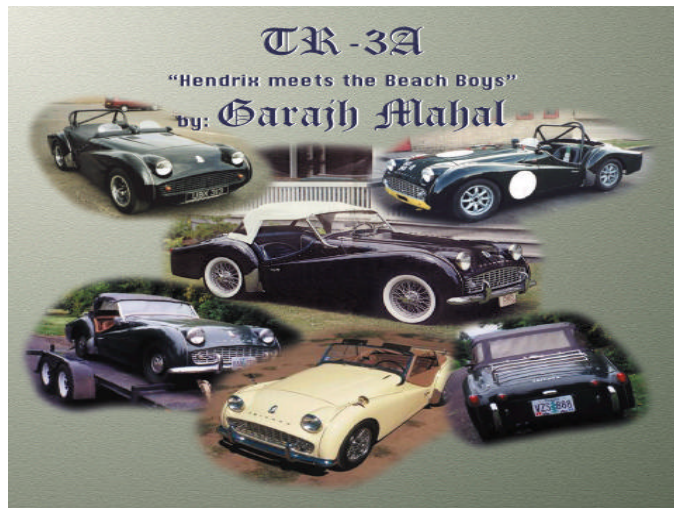
Bruce R. Miles

From: Jared or Faye [bristol@megalink.net]
Sent: Tuesday, August 15, 2000 7:51 PM
To: BuckeyeTriumphs@ameritech.net
Subject: Fw: TR-3A CD

By way of introduction, I am Jared Bristol of Hebron, Maine. I'm a retired middle school teacher with a passion for TR-3's. My first car was a '60 dark blue, then later a '59 maroon with white top. I now own TS77256L that is in the final stages of restoration. I've owned it for 25 years! It will be BRG with white top, powder coated steel wheels.

I'm in a band called Garajh Mahal (pronounced "garage"). We just released our third album of all original rock called "TR-3A, Hendrix Meets the Beach Boys". (see attached cover graphics) We released it through The Roadster Factory at their summer party this last weekend because the title track makes a great specialty item. Racetrack in England is considering releasing it over there. We will be published in the English Channel soon too. Any help

you might give in letting your membership know about the project would be greatly appreciated.



I'm asking if you would like to sample the song through the web and possibly wish to order any CD's. It is \$12 with \$3 for shipping. The sample is free upon request. The CD comes with a money back guarantee if you are not satisfied! (less shipping) I am hoping to make a contribution to the world of Triumphs here, giving enthusiasts yet another way to express their enjoyment of roadster motoring. The song was written with true commitment to TR-3's. I've also owned a 1970 TR-6, a 1958 MGA, and a couple of Detroit classics. I'm still hooked on bringing back my "plant pot" TR-3A.

Please advise if you would like a computer sample of the song. I can send it via Real Player (700kb) or MP-3 (2.1 Mb) formats. I would recommend the shorter download Real Player. Of course the CD is superior quality, very professional. We've been playing and writing our own music for about 10 years now.

Cheers in Triumph,
 Jared J. Bristol
 RFD-1 Box 470
 Hebron, ME 04238
 bristol@megalink.net
 207-966-3365

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

1974 TR-6 - Sheet Metal No Rust -Overdrive, Red Lines Michelins, AM-FM Cassette Radio, Luggage Rack, Good Top, Good engine/transmission, Stored 6 years \$2,000
 Call Ted Waters (614)231-7106or Email
 tw44@gateway.net

1962 TR-4, Solid Axle, 54K Miles, Overdrive, New Paint, new interior and new top, Brakes and hydraulics have been redone, Many mechanicals have been redone, new front end bushings, Car is in excellent shape and is ready to drive home. It is in Florida. Email is JinOtown@cs.com Price is \$5-6K

FUN CAR



Classic 1973 Triumph Spitfire, Four Speed, Convertible top with zip out back window. Mechanically Sound, Good Body, New Tires, AM/FM Cassette \$3,500
 Dave & Sharon Hutchinson 740-499-3665

Now Taking TR6 Orders:

1976 TR6 good project car. Runs, some bondo, frame has been fixed. Exterior red, black interior, was originally inca yellow. \$1500.00

1971 TR6 Due out of bodyshop in October. Fresh signal red paint job, black interior, new carpet, dash top, refinished dashboard, fiberglass front fenders. This is a nice driver, or could easily be for show. \$5500.00

1971 TR6 Due out of bodyshop next spring. This will be racing green with a fresh light tan interior, all new interior panels, carpet. Seats redone by TriTex. Rebuilt engine by Eric Jones-runs strong. Factory hardtop, overdrive, new fenders, new redlines on steel wheels, new reflective stripe top, NOS trim rings, detailed engine, all bumpers show quality replated, no expense spared. For show or concourse, mid to upper teens.

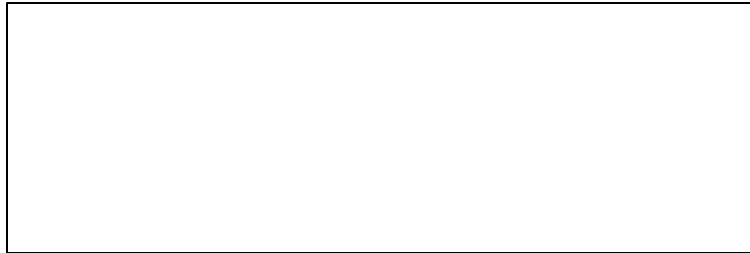
Triumph TR6 factory hardtop no rust, needs headliner repair \$500.00

For more info on any of the above contact Doug Braden 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 Triumph Club
P.O. Box 584
Lithopolis, OH 43136-0584



Buckeye Triumphs Newsletter – September 2000

BT Social / Business Event

Tuesday, September 5th

BT Driving Event

September 16 and 17th (an overnigher.....)

See inside for details...