

First, from Carol:

When you meet that special girl who does not understand why you spend so much time with your car here are a few things you should **NEVER** do: *(Editor's Note: I believe that Carol is speaking from actual experience here...)*

#10	Don't make her take off her shoes to keep the carpets clean in your car!
#9	Don't wash your car more than you wash yourself!
#8	Don't spend money on the car and then tell her you can't afford to take her out to dinner!
#7	Don't tell her you're opening the car door for her just because her fingernails will scratch the paint!
#6	Don't put the top down after you pick her up from getting her hair done!
#5	Don't make fun of her car just because it's not a TR!
#4	Don't store car parts in your living room! <i>(Editor's note – sorry Carol, too late on this one, but the "special girl" has not yet seen this, so I suppose he can still change his ways)</i>
#3	Don't blame her if something goes wrong with the car after she drove it!
#2	Don't take her to the race track for her honeymoon!
#1	Don't ever build a bigger garage than the house you live in!

And from Sam:

Top Ten reasons why going to College is like owning a TR6

#10	Instead of sorting through a pile of greasy Triumph parts looking for that special part, now you'll be sorting through your dirty laundry bag to find some cleaner underwear!
#9	When signing up for classes, British History is not about TR's! It's a good idea not to major in minor things!
#8	Going to class is like rebuilding your engine. Each chapter must be studied in order, just like each engine component must be studied and understood how it relates to the rest of the engine. You can't pass a final exam by reading Cliff Notes!
#7	Mom & Dad are not there to support you as much, so you've got to stiffen up your suspension to handle the rough road of life!
#6	Keep good clean fuel in your system, how many times did your TR run well on Budweiser! Take good care of yourself. Don't let others decide what's good for you!

#5	When things start to run rough, check the distributor in your head, it may be just a little off on timing!
#4	Like tire pressure, life's pressure is measured in how much you put on yourself. Too little is bad, too much is bad, you'll need to find that right amount somewhere in the middle.
#3	You can't build a race motor on junk parts! Just like you can't build a solid future on no knowledge!
#2	Focus on what's in front of you, it's the only way to move ahead! Remember in order to finish first, you must first finish!
#1	Some people see an old TR and think "What a piece of Junk!", and four years later it's a Concours winner! Just goes to show you what effort and determination will do for you in four years. The future never just happened, it was created!

I would just like to thank everyone who was able to come for your friendship and kind advice to Ryan. Your friendship of the last 4 years has really helped shape him into the person that we now see heading off to college.

He will be off to school on Sunday and will be missed at home. Thanks to all of you for giving him such a grand send off and Good Luck to Ryan!

September Driving Event - Mid Ohio



Bob Mains will lead a caravan of TR enthusiasts to the Mid-Ohio Sports Car Course on Saturday, September 21st and Sunday September 22nd to watch and enjoy the SCCA national Championship Valvoline Runoffs.

Club member Sam Halkias will run in the event on Sunday, the 22nd in his TR6.

Bob will depart the McDonald's on Westerville Road at 8:00 am SHARP each day. (Which means be there at 7:30 if you are going to eat breakfast – this is the McDonalds across the street from the Kroger's plaza, NOT Sunbury road)

If there's a motorsports equivalent to the Olympic Games, it has to be the SCCA National Championship Valvoline Runoffs. With 700 amateur drivers competing in 24 different classes in seven categories, there may not be a better analogy for this extraordinary, weeklong event. The only thing missing is the torch relay. Torch or no, though, the racing action is plenty hot.

Car and Driver magazine has called the Valvoline Runoffs one of its "Top Ten Racing Events" for good reason. With so many competitors, so many classes and so many events, it is a veritable feast for the eyes and ears of racing fans. Each race in each of the 24 categories is a mere 20 laps in duration

and features racing so close and so competitive, you'd think there was money on the line.

You can purchase tickets for either day, or for the entire weekend. Special rates can be purchased by calling 1-800-MIDOHIO or at <https://www.midohio.com/secure/tickets/>

I hope to see everyone there (especially on Sunday) to cheer on the Marque as Sam shows them what a TR6 can do!

Editor's Corner

As I complete this newsletter, I am writing to you from the 3rd floor media room at the Goodyear Tower at the Mid-Ohio Sports Car Course. Ryan is taking the Mid-Ohio High Performance Driving school and has been through 3 of the 4 preliminary drills already. I snuck off to work on the newsletter. It is a really nice view from up here! (I even took the elevator up to the 5th floor to see how the VIP's enjoy the races – too bad I'll never see that in real life)

Ryan will start his track training in about an hour. That should be fun to watch.

August was full of events! We had the Miami Valley Triumphs / Dayton Car show (I believe I already talked about that last month) – The Roadster Factory summer party (the weather was absolutely PERFECT) and Eric Jones's summer party.

The next time I take my TR6 out for a spin it will turn over 60,000 miles (it had 36,666 on it when we bought it) Lots of miles in the pursuit of happiness!

Bruce Clough has done an excellent job of highlighting the Roadster Factory Summer Party in his section, and this month we even see the return of "Early TR Man" (*sound of woman screaming*) – look for it after his "Late TR Guy" article and learn about "Pandora".

This month will be the last input from Nelson with his "Notes from Nelson" section (*again, sound of woman screaming*). He is being lured away from Triumphs for a while while he builds a steam locomotive this winter. (with some pressure from yours truly, I still hope the TR's will lure him back in the spring – we'll see)

Since I am losing Nelson's input I will need help from you folks. I would like to start to run member stories about how you became addicted (to use Ryan's line) to the Triumph (or other British car) marque. I think it should make for interesting input – and I would love to stop by to take some digital pictures to enhance the story – just let me know. THANK YOU in advance.

I will be busy over the next 3 weeks preparing for the "Big Event" – TRials should be lots of fun – let's all pray for nice weather!

Hope to see you all at the runoffs and TRials.

Bruce Miles bmiles@INTInfo.com

And now also: Bruce.Miles@BuckeyeTriumphs.org

Next Newsletter Article Deadline – September 25th, 2002

September Meeting Minutes

Minutes of the "meeting" on Sept. 3 at Quaker Steak and Lube:

The meeting was called to order after dinner outside next to our cars. Bruce Miles read several bits of advice from the club members that we had written to Ryan. He is leaving for COLLEGE on Sept. 8. He will be back for "TRials", however. Dinner was inside and the "party" was a surprise for Ryan. His friend Artie got him there without telling him what was happening--good job Artie! We had 34 people in attendance, we consumed hundreds of wings (it was "all you can eat" wings night) and generally had a great time--thanks, Bruce, for setting it all up. By the way, everyone, next time wear your name tag, or get "saddled" with a "sticky" one!!

Our president, Bob Mains, has asked us to get any orders for "TRials" regalia in to him no later than this weekend (Sept. 7)!! He must submit the order in time to get the items by Trials weekend. He also reminded us that we will have a drive in two weeks to Mid-Ohio raceway to support Sam Halkias in his driving at the SCCA Runoffs. There will be a "caravan" to the event that will leave EARLY Saturday and Sunday. (He means it, people) He will send the starting time in a TRBits.

A reminder to the ladies who have agreed to make brownies for the Thursday night party at the TRials "Homecoming". Charma Huddy, Becky Hartley, Lisa Mains, Kim Miles and "yours truly" (Margo Washburn) should have them to the party by 5:00. Jacqueline said that she would let us know if she needed help before then. We will also have a "stuffing party" to put together the bags for the participants. Check your answering machines or TRbits for further information.

Tentative plans have been set to have the Christmas Party at the Buckeye "Hall of Fame" Cafe on January 11th. More details later, of course. Great idea, guys!!

Respectfully submitted, Margo Washburn, Secretary

President's Corner

September, 2002

What happened to our Summer of 2002? I blinked and Bam! It's September already!

Kids back in school. Buckeye Football is off to a great season! We're starting to put together our To-do List of things for our Winter Storage projects. The Labor Day Weekend picnics and family events formally signal the end of another Triumph summer.

Well, wait a minute. Let's hold off for another month or two, before we park our cars, since September can really be the Best of Triumph Times for us.

As we talk in the weeks to come and share our stories of the Survivors from the Summer Party, don't listen to some of the exaggerated stories from the brash and bold; those youngsters who are frequently disrespectful of their elders in our club! I'll give you the straight story, honest. Trust me on

this, Ryan was not restrained in his subtle displays at the tracks.

The SCCA RunOffs at Mid-Ohio, the week of 9/16-22, will be the most exciting mix of racing action ever jammed into a long week-end. Check for more details and plan to do it. You'll do it? Right? Let's watch for Sam Halkias' TR6 and hang on to your hat as Sam is capable of charging through a pack of over 35 cars for another great finish.

Then we are looking to have a very, very exciting TRials 2002 beginning September 26th at the Granville Inn/Buxton Inn in Granville, Ohio. The club is hosting the 6-PACK TRials 2002, of course you knew that, and we'll have everything ready for you. Get your registration in ASAP to Ron Fowler.

We still need some help in supporting our Trials activities and drives, please raise your hand and help on an activity there with a committee member.

A short note this time I know, "So much to do and so little time to do it". We have lot's to do, so..... See y'all real soon.

Bob Mains bob.mains@ode.state.oh.us

Photos from our August Events...



Ryan lines up for a run down the drag strip (oh yeah that reminds me, be sure to ask Bob Mains about this event ☺)



Bruce Clough is attacked by beach balls at the drive in. (do you think Bridgette will like the TR2 this much, Bruce?)



Say Cheese! Charma – where is Elvis?



More club shots...



There were about 10 little kids wanting to use the slide while I took this shot – and yes, I went down the "fun" way!.



A hand crank margarita, anyone?



Margo, what are you doing with that beer bottle?



Triumphs at the top of the hill at Eric Jones's summer party (he said we were at the top of the hill so we cold roll start them when our starters wouldn't engage – Murry brought the TR8 – be sure to ask him what Eric said about THAT)



Oh.



Quite a crowd at the Jones ranch – I believe he said this was the biggest turnout yet!



More fun at Quaker Steak and lube.



TRials details, TRials volunteers, TRials registrations, TRials TRials

I wonder what Murry is thinking about?

A Chronicle of Triumph: how I became addicted

I wanted to be sure to write a note for this newsletter to thank everyone for coming to my going away party at Quaker Steak and Lube. It was fun to get to see everyone one last time before my departure, and I hope I will see many of you again at this month's Six Pack Trials. I will definitely keep all of your good advice in mind.

The last couple months of this summer have really been exciting for me, starting with the TRF summer party. I had a blast in Armaugh this year especially at the resurrected drive in movie theater event. Until I started racing at TRF the drive in was always my favorite event, and I was very happy that Charles was able to get us back there again. The racing at TRF was very fun for me this year. I actually took my car out on the drag strip this year just to see what it would do, and I actually beat both cars that I lined up against. In this years autocross I finished 5th out of ~25 cars, and I was only 1.1 seconds off the class winner's (Richard Good) time. Hopefully when I finish my TR250 I may actually win some events.

This year's last blast of summer vacation was my trip to Mid Ohio for their Acura High Performance Driving School. The day started with several drills in the various parking lots at the facility. My favorite drill was the Braking and downshifting drill, where I was the only person in my group (about 6 people) that could do it well.☺ At the end of the day we had a team autocross competition, and there was full course lapping on the Mid Ohio Sports Car Course. What a blast!!!! They would only let us get up to 90 mph on the back straight (give or take a few mph's), but the rest of the course was run pretty fast. The Acura RSX-S was a nice car, and it drove VERY nicely on the race track, But I did miss my TR6 and rear wheel drive for the autocross portion of the day. When it was all said and done, I was more than happy that I had opted to spend the extra \$150 to be hard on their brakes, tires, and gasoline. Oh yes, I almost

forgot... yes, several people spun out on the track, and NO I was not one of them.

I'm not sure if I will have time to write anything for the newsletter from school or not, but I will definitely try. Until I see you again, hopefully at the Runoffs or Trials, keep the fuzzy side up.

Ryan rjhmile@yahoo.com

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 new sletter, 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: <http://www.BuckeyeTriumphs.org>

Our current crop of Buckeye Triumphs Officers include:

President: Robert Mains (614) 890-7767 bob.mains@ode.state.oh.us	Vice President: Murry Mercier 614-888-0838 TRsixer@yahoo.com
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@core.com	Events: John Huddy (614) 846-2321 jhuddy@columbus.rr.com
Newsletter Editor: Bruce Miles (740) 587-4179 bruce.miles@buckeyetriumphs.org	Secretary: Margo Washburn 614-882-5219 jimbo165@earthlink.net
Technical Consultants: TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or John Huddy 614-846-2321 email: jhuddy@columbus.rr.com 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 bob.mains@ode.state.oh.us or Jim VanOrder 740-967-2110 vanordergj@core.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	

Buckeye Triumph Upcoming Events

Date	Event/Location	Host
Sep 15	11th Annual North Coast Triumph Association Fall British Car Show - National Packard Museum in Warren, Ohio (formerly at Alpine Valley)	Cindy Palmer CPalmer799@aol.com 330-274-0017
Sep 26 - 29	6 Pack TRials 2002 Granville, OH	Murry Mercier TRsixer@yahoo.com Home: 614-888-0838 Work: 614-424-7291

Notes from Nelson:

Reminiscing: There are many different ways to participate in the Triumph hobby. Some get their kicks from driving the cars, others from cars shows, still others from competition such as racing and autocross. My special interest was tinkering and restoration. In the 80s I did three body-off restorations. More recently I'd been devoting my energy to researching various aspects in the greatest detail possible, primarily for my own satisfaction. Documenting this research in the Technical Notes on the website and the Newsletter also provided much joy.

I bought a '70 TR6 in the late 80s from an acquaintance who went to sleep while driving it home one night. The car drifted off the side of the road and rolled over in the ditch. It was nearly stopped before rolling over. He was unhurt when the police found him some hours later (apparently he had consumed too many bottles of sedative before driving). The outer metal was of course ruined. However, the tub was undamaged and rust free (California car). Since, I've been collecting parts here and there till I had everything needed to put it back together.

This '70 was to be my last and best. Those brake and suspension notes last year were based on work for this one. There are other notes that aren't quite finished. The plan was to finish the suspension and drive train this winter followed by the frame and body as the weather got better next spring and summer. Work on enhancing the engine would have been the project for the following winter (with advice from Ryan). The plan was to document each step for both the newsletter and the website. When done there would have had a manual describing how an amateur did a complete restoration. There were even thoughts of making it into a book.

Things Change: The restoration of the '70 required that the '76 and '68 be sold to make room in the garage. That plan has changed; we've now decided to keep the '76 and '68. Hence, there will be no '70 project.

I then faced the prospect of a long winter with no projects. It was near panic until I advanced that steam locomotive project mentioned last month. The locomotive can't be started immediately as drawings and material must be secured, etc. etc. In the meantime, excess TR parts are being inventoried in preparation for a sale. The plan is to have a TR garage sale the Sunday of the TRials so those departing after breakfast can stop by and have their choice.

A partial list of the stuff is on the website at <http://www.buckeyetriumphs.org/nelson.htm>. The only public announce of this link is via this newsletter. There will be no other announcement till after the Trials. (It'll take me till then to get most the stuff listed.) BT members and other Newsletter readers get first choice now. For example, one of you might want to put those brand new chrome wire wheels on your 6 before the Trials.

Trials Tech Session: I've been spending considerable time putting together the Trials Tech session. The first topic will be clutches. I've constructed a simulated engine with real flywheel, clutch, and gearbox and clutch hydraulics. We'll install a clutch and mate the gearbox to the engine. This gearbox has big holes cut in the sides to show the gears turning and the clutch and release bearing operating. You'll be able to see for yourself whether the release bearing rotates when the clutch is engaged. (In other words, you'll see if the "self proclaimed experts" are right or full of crap.) The major focus will be how to make a "reliable" clutch.

The second topic will be brakes. I have another test setup to demonstrate the operation of the servo and master cylinder. The major emphasis here will be the servo including a simple test fixture that can be used to determine if a servo is healthy. Everyone will be able to try this on his or her own car afterwards.

Putting this together is beginning to feel like work --- the fun is gone --- want to spend the time on the locomotive. I've got myself over the TR affair. (Us guys can get over an affair in no time, especially if there is a new diversion.)

Wanna be a Webmaster????? I've also been cleaning up the website as time permits. There should be all clean code before long so that the next Webmaster will have little trouble making the minor changes needed from time-to-time to maintain the site.

Dealing with the Technical Pages is presenting a challenge because emails arrive frequently with questions and comments. This is becoming a chore to deal with, especially when the new love is calling from the workshop. I'm about at the point of deleting all the articles and substituting a note saying that Nelson caught his sleeve in the rotating parts of a gearbox and was ground into hamburger. That would stop the emails.

The New Love is a geared locomotive. The "geared" means that power is transferred from the pistons to the wheels using drive shafts and gears much like a TR. This contrasts to the more common rod locomotive where the power is transferred from the pistons to the drive wheels via rods on each side the locomotive. There were three types of geared locomotives manufactured in quantity, the Heisler (Eire, Pa), the Climax (Cory, Pa), and the most common, the Shay of Lima, Ohio. I must decide which to construct and must also choose the scale; the most popular are $\frac{3}{4}$ 1" or 1.5" ($\frac{3}{4}$ " per foot, etc.) The $\frac{3}{4}$ scale model would be a little over 3 foot long and weigh about 50 pounds while the 1.5" scale would be 7 foot long and weight over 400 pounds. I'm leaning toward the 1.5" scale where the operator rides the locomotive. Then of course, which fuel to use --- coal, wood or oil? Decisions, decisions, decisions; this is exciting!

The plan is to make nearly everything myself. Resources are available --- Kozo Hiraoka, a Japanese Mechanical Engineer has written books on how to build these American geared locomotives, one book on each type. We share a fascination for this type of locomotive together with an engineer background and desire to develop and use

mechanical skills. The folks that were out here for tech sessions might remember the basement workshop; it will be put to full use.

Hopefully enough will be completed by spring to run it on compressed air (I have a big compressor and a long hose). The construction of the boiler seems to be the greatest challenge but with the compressed air, I can play with it early much like I used to drive the TRs without doors, hood, trunk lid, windscreen and interior ---- just to check them out. Unlike a TR, one must build a road for these toys. The plan is for a winding route up and down the hillside in what was the dog pen (dog died).

The original locomotives from which these are modeled were manufactured in the early 1900s and weighed about 60 tons. This is small as locomotives go; the large mainline locomotives of the 1940s were over 600 tons. The geared locomotives were used primarily for mining and logging. They were intended for slow speed operation over rugged terrain on poor quality track. I'll probably have little trouble modeling the poor quality track.

This photo is of one of the Shay engines that pulled some of us BTERS up the Cheat Mountain at Cass, WV last fall. I'm leaning towards a Shay like this one for my locomotive (at least the first one).



You're all invited to stop by the workshop for a chat and to view the progress. You're also encouraged to call or email to see if I have that special TR part you need --- before I put it on ebay or throw it in the trash.

Nelson Riedel -- Nelson@BuckeyeTriumphs.org

Late TR Guy

The Continuing Adventures Of...



September 2002: By Bruce Clough (clough@erinet.com)

The Grey Ghost Is Augmented By Sound-O-Power Technology....

It's a true ying and yang situation. The TR8 and TR2 parked next to each other in the garage. Quite a span of Triumph history between the two.

The TR8 hasn't gone through much lately. I did replace the rear mufflers with straight pipes to increase the Sound-O-Power, as well as replacing the three-piece fresh air duct with a one-piece neoprene unit (from racerwholesaleparts.com – wonderful folks to deal with). It looks a bit neater under the hood now, and the duct is no longer shedding silicone sealer! It also sounds quite healthy with what basically is a stock 3.5 Litre engine.

TRF Summer Party

Two reports here. Mine and one I took from the Little British Car Company Web Site. All pictures are courtesy of the Little British Car Company

(continued on the following page...)



TR3A's At TRF SP

Mine

What a hoot. I had the best time I've ever had this year. The weather was wonderful, crowds good, camping excellent, shower water warm, and the friends stimulating and fun. We drove both Wedges to TRF, Inca stuffed full of clothes and The Grey Ghost pulling the camper. I tried to convince Bridgett to ride with Alice, but she wanted to ride in the TR8, so I got the car seat, a traveling companion, but lost elbow room. Ah, the best laid plans of mice and men. Oh well, Bridge is now getting to the point where she can carry on quite a conversation, with me, Cashew (the bear), or other objects, so we chatted all the way to TRF that cold (and I mean cold) morning of 8 August. We went there with the top down, but dressed in jackets and sweatshirts. Fortunately by the time we met up with the Buckeye Triumph crew at Buckeye Lake it had warmed up to the point where sweaters came off, sunscreen went on!

The drive to TRF was non-eventful. We stopped by Clem's BBQ on US 22 before you get to Blairsville (PA) for lunch. Interesting place, especially trying to pull back out into traffic on US 22! We pulled into TRF just a bit before 2 PM. We left Xenia around 7 AM, so it was a seven hour drive with about two hours spent feeding the cars, people, or getting rid of a lot of coffee, so it's about 5 hours to TRF, give or take a few minutes.



Tent TRF Set Up For Revelers At Summer Party

Camper set up was easier this year since we had practiced it beforehand and made some hardware mods to make it logical. It still wasn't perfect, but it was good enough for government work. Ron Fowler and John Hartley went on a beer run. I asked for a 6-pack of the best beer they could find (I hinted at a good microbrew), but I forgot this was the hills of Pennsylvania, so I ended up with a case of Michelob (you can't just buy beer anywhere and in any quantity...). 24 Beers – got some work to do.

Dinner that night was at the Grapevine restaurant, there to meet up with other TR8 CCA members. We were really the first group to arrive (3 Wedges, TR6 and a Mercury). The Wedge night was supposed to be from 4 PM until 8, but the vast majority of the wedgies didn't arrive until 7:45, about the time we were at the door. When we left there were 20 Wedges in the parking lot. Oh well, back to TRF and a good night's sleep. 1 beer gone.



Parts Is Parts At The Autojumble

Friday was a restful day, or at least I was trying to make it so. Alice brought work to do, Bridgett was kept busy by Fowler's oldest offspring (Ron, Brenda – how can I repay you for the excellent job she did making sure Bridgett was having a good

time!), and I had reading to accomplish. The sun was out, no clouds, and I totally enjoyed doing nothing that day except reading, buying parts at TRF and the autojumble, and chatting with folks who came by the campsite. Managed to drink a beer and hand one out. We drove into Ebdensburg that night for dinner – found a wonderful place that had an excellent menu (I needed roughage by that time, if you know what I mean...) called Off The Rack. Beats cooking in the dark or McDonalds by a gazillion miles!

I suppose I could have rounded up the family and convinced them to head off to the drag races Friday night, but no. Drag racing is for nitro burning funny cars, not for 100 bhp sports cars. True, Woody Cooper had his 5 Litre Wedge there, and that's almost close, but unless here are a lot of blown engines there I'm not for it, so we went for dinner instead.



Folks Lining Up For Food At The Movie Theater

Saturday was a continuation of relaxation. It opened with a shocking discovery – Tom Householder took a shower that morning. Wow, he actually was clean.. After another fun breakfast of coffee and breakfast bars I headed out to look for more parts. Found a nice steering wheel for the TR8 and a bunch of TR2 parts. I also chatted quite a bit at the TR8CCA tent. They had some Pepsi “Blue” to try. I thought it was good, but then again, I like White Castles...

The entertainment that night was back at the Drive In Movie Theater in Indiana (PA). The food was provided by a local church, and it happened to be excellent. We had good parking down front – wonderful since it was close to the swing set and slide which kept Bridgett busy with some of the other children of TR fanatics. Okay, I'll fess up, I played on them also...

We (Bridgett and myself) left before the movies started (Reign of Fire is a bit too violent for her) – once back at TRF I put her to bed and studied a bit more by flashlight. After a while folks started to come back, and we all wandered over to the bonfire for an eclectic mix of music (bluegrass, bagpipes, and blues) and some conversation before sleep came on.

Sunday was the big car show, this time at TRF since the fees to use the streets in Indiana have gone through the roof (much to the complaints of local merchants). I got my obligatory apple and donut, shined up the Wedges, and got them parked – in the back row so we can leave early without problems. There were quite a few cars there, and we got a panoramic shot taken. Since I was in the back I'm barely discernable! I bought one anyway- a memento, I suppose.

We left TRF just after the picture. It was hot, but we had a smooth ride home, getting in the garage about 8 PM. I didn't unpack the trailer until Tuesday, and when I did I got an interesting surprise. Remember we had to buy a case of beer? Well, I drank two, gave away two, and brought home 20. Make that 19 – one decided to leak out all over the inside of the trailer. Sleeping bags and wool blankets are expensive to clean, did you know that? Oh well, it gave me a reason to throw-out the indoor-outdoor carpet lining the trailer. A silver lining in every cloud.

Next year the Vintage Triumph Register is hosting its national convention in conjunction with the Summer Party. The goal is to get 1000 Triumphs together at the same place. Lofty goal – can MVT contribute their share, say 20 cars? We'll be there, probably a bit earlier to assure a camping space...

Another look at TRF Summer Party from the LBCC:

From the Little British Car Company web site:



LBCC Set Up At TRF Summer Party

Thursday morning we departed Detroit with our good friends from Windsor, Dale & Lise Brown, for our trip to The Roadster Factory Summer Party in Armagh, PA. The ride as usual in Roger was uneventful and we arrived about 5 PM on Thursday. Dale & Lise are rugged and had planned on camping so they set off to set up their campsite while Jan and I set up our LBCarCo booth. It was nice to be able to take our time to set up as the show didn't officially start until Friday. About 9 PM we had pretty much finished and headed to our hotel and dinner.



Cars At The Movie Theater

Friday morning we again decided to take it easy and took our time to get to the show field. I had one funny thing happen. I was trying to call Annette at the office and every time I called her from the hotel phone using our 800 number, my cell phone would ring. I'd hang up, answer the cell phone, and no one was there, grrrr. This happened twice and finally on the third try, with Jan laughing hysterically in the background, I finally realized that I was dialing a number which forwards to my cell phone. Geesh - I felt like an idiot.

Arriving at the show field the weather was gorgeous and there were lots of folks already there. We finished getting ready and settled down for a relaxing day under the canvas. The nice thing about a multi day event is it's not as hectic as a one day show and go. Later in the morning a customer came in and we started talking about the TSD rally later that afternoon. His wife said she really didn't want to go and as my eyes got wide, I got on my knees and begged Jan to let me go with Clive. The good sport that she is, she said "go ahead." Off Clive & I went in his TR6 for a very nice 50 mile ride in the western Pennsylvania countryside. This was my first time navigating on a rally (I always drive) and about 20 miles into the rally I proceeded to give Clive a wrong turn which put us behind for good. As we got back on course, we were right behind Dale & Lise in their MGB and for the rest of the rally were either in front of or behind them. The rally was a perfect length and was organized by our fellow club members from the MGs of Baltimore. They did a great job as usual for this annual TRF Summer Party event. By the way, it turned out that the eventual first place winners of the TSD rally were Dale & Lise, who completed with no penalties.

Back at the field, Clive picked up his wife while Jan & I shut down the booth for the evening. We then headed for dinner at Dean's Diner in Blairsville. It's an original 50s style diner. We both had the meatloaf - excellent and a great value too. Following dinner, we headed to the evening event where those who wanted could time trial their LBCs at the dragstrip. There was also a 60s band to round out the evening.



Cops Pull Over Suspicious Wedge...TRF Security Gets Tighter After 9/11

Saturday morning again was glorious and the day was packed with events - autocross, gymkhana, poker run, mountain tour - and folks were in and out of the show field all day long. It was a relaxing day for vending. The big event for the evening was the drive-in movie and dinner at the Palace Gardens Drive In, built in 1949. I think it's been at least 30 years since I've been at a drive in and it was really cool. The dinner was great - a traditional summer picnic with hotdogs, hamburgers, baked beans, potato salad, corn on the cob and watermelon. My guess is there were at least 200-250 LBCs at the drive in and everyone sat around eating, socializing and enjoying the beautiful summer evening before the double feature began. I took a look around and went to the concession stand which brought back many memories, took a tour of the projection room with its double 53 year old projectors, and then we settled down for the first movie, which could be nominated in the Reptilian Academy Awards next year. Most people called it an evening after the first feature - a few diehards stayed for both.

Sunday we were at the field early and this year the "Concours" was held on the grounds of The Roadster Factory, which I thought was great for the vendors and the campers who didn't need to break camp early Sunday morning. Again there were activities along with the car show - tech sessions, BB gun contests, tug of war - all in all I think a good time was had by all as Charles Runyan and his crew from TRF put on the nicest summer party since we've been attending.

Next year's event promises to be even better as it will be held in conjunction with the Vintage Triumph Register (VTR) annual meet. Watch our events column for details.

Photos for this weeks event were taken by myself and Dale Brown, you can view these images on our web version of the newsletter www.lbcarco.com or the direct link is <http://www.lbcarco.com/cgi-bin/gen5?runprog=lbcnews&page=news081102.html>.

On the way back we stopped at Deans again for another great home cooked meal and it was so tasty! Wish we had old fashioned diners in the Detroit area.

Wedge Tech Tips

Low Coolant Light Sensor

Message text written by Wayne M Simpson & Dave Massey

>My low coolant level module has packed it in. For some time now it has glowed weakly, but now it's on all the time and pulsing. Yes, there is plenty of coolant and the wire is connected at the header tank.

Somewhere in the TR8CCA back issues, there is a description of a replacement circuit you can build that works better than the original one. Way back when I collected the parts but now I've lost the article, and I don't have that issue. A fellow lister sent it to me a few years back but I can't find it in my saved messages. Can anyone send me a copy of this article, or at least identify the issue so I can get one from Bill Sweeting? Thanks.<

Wayne, I don't remember anything about a replacement but when mine packed it in I cut it open and replaced the IC with a CD4093N (quad Schmitt Trigger NAND gate) and it works fine now. I suspect the problem is that the old design used a non-schmitt trigger chip and it was sensitive to power supply fluctuations and after 20 years the supply bypass cap (electrolytic) is packing it in (high ESR). The 4093 will cure the design of power supply sensitivity.

I opened my case up by using a hack saw and carefully cutting through the round case at the end where the wires come out. I cut through the tube wall only working my way around the case. This allowed me to withdraw the end of the case, the wires and the circuit board as complete assembly.

Dave Massey

Calculating The Compression Ratio

By Ted Schumacher, TS Import Automotive

A common misperception is using pressure is the way to calculate compression ratio. One can do that, but it's much easier to use volume instead as Ted shows – Ed

CR = $V1 + V2$, divided by $V2$.

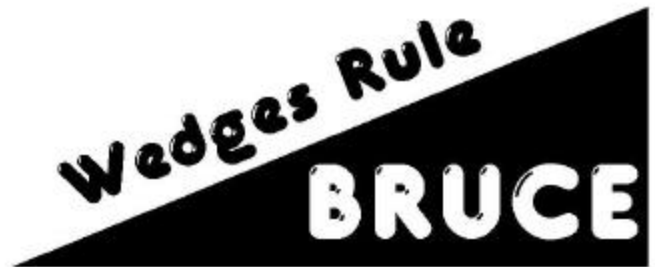
$V1$ = volume of the cylinder

$V2$ = amount of space above the piston at Top Dead Center (TDC) – i.e. the combustion chamber volume plus about 3 cc's for the head gasket.

Quick example –

$V1 = 450$ cc and $V2 = 50$ cc.

$450 + 50 = 500$ divided by $50 = 10:1$ CR





September 2002: By Bruce Clough (clough@erinet.com)

Gack! Pandora's Back!!

Okay, so I lied. There is a TR2 sitting in our garage, and the TR4 has found a new home in Kentucky. Crow does taste delicious, or at least it does with enough ketchup. So why another sidescreen car after you swore those things off? Ever since I saw it in 1991, I've always thought that Jerry Zimmerman's TR2 would be a nice car – it's good enough to show well, was frame-off restored in 1989, and isn't perfect, so I'd actually drive it. So, when he mentioned to me that it was for sale at TRA 2002 I jumped on it like a rooster in heat...hmm, maybe I better use another analogy? I arranged a loan, took advances on credit cards, bought it, then sold the TR4 to pay down the credit cards so we wouldn't need a loan. Zam, bing, bam. It's here.

Now to get it on the road. Biggest problem – hydraulics are shot. Now, before you TR3 guys say big deal – I'd like to let you know this car has wire wheels, and on TR2s the wire wheel adaptors are the hubs, so if the brake drums won't come loose from the hubs I then have to remove the rear axle shafts to replace the brakes. Now let me hear you say "big deal", 'cause it is a lot of work! Parts? Fortunately TRF had all the parts I needed for the brakes, and I found the clutch hose in the flea market at TRF Summer Party. Time? That I don't have! I do my wrenching about 1 hour at night, and 4 – 5 AM weekdays (wakes me up for a wonderful work day). Besides the hydraulics, cursory inspection found it needed:

- seat belts installed
- front suspension bushes and upper ball joints replaced
- everything greased
- radio (of some type) installed
- engine compartment cleaned up & detailed

In other words, about what you'd expect from a car that has been sitting the last 5 years or so. Over the next few months I'll be writing on by travails getting this car back on the road for more regular use. As I was doing this, I found quite a few more interesting challenges, thus the name Pandora...

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:

1969 Spitfire MK3

Very good project car. The car has very good frame, engine and exhaust. Body solid. Floors and rockers replaced. Needs left rear fender. New fuel and water pumps, wheel cylinders and five new tires on powder coated wheels. Head has been redone. Runs and drives. Needs interior and top (have frame).

Extra MK3 Body and Bonnet (1970, same as 69) from the CA desert. Some dents but no rust. Also have extra doors in VGC.

\$1,200.00 for package. I can e-mail pictures to serious inquires. E-mail to kevine43035@yahoo.com or call Kevin Eschhofen at 740-548-2412 with questions. Located in Columbus Ohio area.

1971 TR6



Signal red w/ black interior. New rebuilt engine, rebuilt carbs, new fuel pump (original available for restoration), newly rebuilt brakes and clutch, new stainless steel exhaust system -- all done by expert Triumph mechanics Ryan Miles and Artie Clark. New carpeting, paint job only two years old. Differential mounts and X-frame just reinforced by Auto Metal Masters. No rust. Daily driver -- runs great. Asking \$10,800

Contact Bill Seegers @ 740-587-3714 or email him at seegers@denison.edu

1959 Triumph TR-3A



complete body off the frame restoration (2001), everything new or rebuilt, TRA national show winner, 2001!!

Signal red, tan interior, chrome wire wheels, heater, top, side curtains, boot, powder coated frame, suspension, rebuilt engine, transmission, rear differential, wiring, BEST OF EVERYTHING NO \$\$\$\$ SPARED \$\$ 24,499.00

Steve Goldenberg
Newark, Oh
PH. 614-778-8989 Cell

PARTS...PARTS...PARTS - Triumph and LBC parts available... New, Used & NOS... The Roadster Factory, Moss & Victoria British 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

|||||

«FirstNames» «LastName»

«Company»

«Address»

«City», «StateProvince» «Zip»