



Buckeye Triumphs Newsletter

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BT Business/Social Meeting - April 3rd, 6:30 PM

The April meeting will be held at Deb Andrix and Bob Hixon's home

Take Riverside Drive (Route 33) north past the Columbus Zoo to Powell Road (which is Route 750) and turn right. (If you are closer to Route 23, take it north to Powell Road and turn left.) Proceed to the area where Big Bear Farms used to be (which is west of Sawmill Road and a silo remains). Turn toward the Merit Bank onto the entrance to the gated community of the "Barringtons At Wedgewood", which adjoins Wedgewood Country Club. (Wait until the gate opens because it is much easier on the sheet metal.) Proceed on Wedgewood Boulevard and bear left onto Fairway Drive and go past the tennis courts. Turn left at your first opportunity, go past Banbury Court and turn right onto Tarrington Court.. Deb and Bob's address is 10007 Tarrington Court (which is the fourth house on the right and is the only completed one.) You will be at the rear entrance, but that is OK. Find a place to park, knock three times and give the secret password when challenged.

If you forget the secret password or you get lost, Deb and Bob's phone number is 798-0283. They will have some snacks and perhaps order out for pizza.

BT Driving Event – Saturday, April 21st, 10:00 AM

We are planning our first drive of the year. Club member Doug Braden of "DOUGS PARTS", has invited us to stop at his Red Barn where he stores a lot of his sports car parts. It is located on Rt. 40 east of West Jefferson.

We are planning to meet at 11:00 Saturday morning at McDonalds in Dublin at Franz Rd. and Rt. 161. We plan to take a drive thru the countryside in the area of Big Darby and end up at the Historic Red Brick Tavern for lunch. From there we will proceed to Doug's Red Barn. So get your cars out and tune them up and come and take your first drive of the year. See you there.

Editor's Corner

We've had a busy TR month at the Miles household. Ryan completed the welding and cleanup of his body (after setting his coveralls on fire) and prepared for the blessed reunion of his frame and body. Here are the pictures:



Ryan has been working on it every night ever since. I asked him how he felt about having the car back and he said it was weird to see it back together. Nelson assisted in the joining and the adjustments of the body spacers.

My special thanks to Nelson for being there to help answer questions and offer his knowledge and assistance.

Last Sunday Ryan got the car out (he left the mufflers off, of course) and drove it up and down the driveway. He told his mother that that was as loud as it was going to be. He loves to taunt her. Shortly there after the dreaded snow started to fall and I think Granville thought it should use all of the salt it had left from the winter (to be sure that none was left over). Anyway – Ryan decided he should now wait for a good rain to make it safe again. (he asks me every night, every 10 minutes like I can predict the weather – we know that the weatherman can't)

We enjoyed Nelson's transmission session on the 24th – Ryan feels empowered to rebuild a transmission now. I'm not sure about myself but I know that he will probably do many in his life.

I'm looking forward to the April driving event to get out and enjoy the fresh air. We get our extra hour of sunlight this weekend. See you on the 3rd and the 21st!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – April 25th, 2001

March 24th 2001 – Tech Session @ Nelson's

A Tech session was held at the home of Nelson and Marianne Riedel. In attendance were Kevin Eschhofen, Jim Washburn, Nelson, Bruce & Ryan Miles, Rod Yost and his son David, Jack McCarrick, John Huddy (with his 58 TR3 Transmission w/OD) Ryan's friends Artie Clark and Steve Demeter also attended.

Nelson had a non-OD transmission to show the basic operation of how transmissions work and to illustrate the

disassembly techniques. We were actually going to rebuild John's TR3 transmission.

The session was very interesting. Nelson began with a demonstration of how transmissions work and how the shifter is linked to the gears in the transmission, how reverse works, how syncro cups work, how power is transferred in final drive, how the clutch works to transfer power. It was all very informative.

Disassembly went quite well. From this point forward I think that Nelson should be referred to as Nelson "The Tool Man" Riedel. (We were all in envy of all of the tools and toys that his workshop has) Nelson had also fabricated tools for many of the disassembly steps (refer to his articles on the Web site)

Attention soon shifted to John's TR3 transmission, which was similar yet slightly different (i.e. no syncro in first gear, reverse handled with the first gear, etc) and the rebuild was on in earnest. All went well - till one of the last steps where we spun a bolt that secures the "nose" in the bell housing.

Johns OD was a bit of a basket case, with a shim kind of hanging out at an odd angle, but that is for a follow up session.

We finished up around 6:30 and toured Ryan's project down at our house. An interesting day was had by one and all. I'm sure that we will all be anxious to see John's transmission at work when he gets the TR3 back together.

Thank you Nelson for your time and sharing your home with us. Jack will eventually have the event available on video.

Bruce Miles

March 6th 2001 -- Meeting Minutes

The meeting was called to order with 14 members in attendance. We had a new member join us. His name is Rod Yost. He is from Newark and has a TR3.

There was not much new about the upcoming calendar, but many of the events were discussed. Discussions about events happening in March will surely include the tech session on the 24th at Nelson's. Was it an "all-nighter"?

Our new name is now officially "Buckeye Triumphs" according to Bob Mains. The next meeting will be at Mercier's on April 3. I'm sure there will be a map. Be sure to come to that meeting to get info about Doug Braden's driving event on the 21st. The May 1 meeting will be held at the Fontainelle Restaurant in Graceland Shopping Center. More later. More about future events in the rest of this newsletter.

We were up to 47 renewal memberships as of the March meeting. Discussion was made about how long we keep people on the mailing list who haven't paid this year (or last!!)

We are looking into progress on the video and the canopy repair is coming up soon, according to Bob—must have it before Immke!!

Murray has a brochure on "6-pack", so see him if interested. We need more volunteers for the 6-Pack in 2002, so consider helping, OK? Bruce Miles is looking for a site, Bob is the regalia chairman, Bruce Clough is publicity/door prizes/time line, and the Huddy's are working on events/tours, breakfast runs, etc. We need a person for Registration/name tags, etc. More at next meeting.

Respectfully submitted, Margo Washburn, substitute secretary

President's Corner

April, 2001

SPRING has sprung!! Our starting bell has rung. We have begun another year of Buckeye TRIUMPHS activities. Our April 3rd social and business meeting is on Tuesday but the location has changed. More details in the newsletter as Bob Hixon will help us get started with our April meeting and planning for our first driving events. Doug Braden and Bruce Clough will give you the details.

Our March social and business meeting was hosted by Jim and Gayle VanOrder at their home in Johnstown. It was a good turnout and the meeting focused several event dates for 2001. Thanks for dealing with us and the weather.

John Huddy, our Events Coordinator, discussed many activities and the events calendar has been updated. We will try to have the event details available at least two months prior to an event; please help John in making 2001 a year of creative events.

The 6Pack Trials committee, chaired by Murry Mercier, is working on the initial details needed for a 'formal' announcement of this 2002 event. The dates, sites and agenda items are being established.

The March 24th technical session on Triumph gearbox and overdrive units was a great technical achievement and engineering success. More details are in the newsletter; Kudos to Nelson!!

Some of you, especially those who have followed me on our highway trips, will join me in celebration of the tech session Sam conducted at my house last week. In about two hours Sam installed a masterpiece of automotive engineering. He reworked the head on my TR6 with new guides and oil seals, too. Now, you will only hear me as I kick down on those triple Webers – no smoke screens to hide the view. What a great sound to the power Sam has added to my toy. Next I'll swap in a 4.1 differential for an even quicker get-away. It's about time Spring Sprang for us. See ya at the April drive on April 21st, when Doug and Susie Braden will lead us on an Easter Parade of LBC's.

Thanks to those that have already paid your 2001 annual dues. Jim VanOrder awaits the next wave of payments. Get a friend to join, ensure another club member renews and plan to participate in at least one more activity in 2001. Help us to make the club what you want it to be. Come along for a great ride.

Bob Mains ims_mains@ode.state.oh.us

Officers and the Fine Print

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

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

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

Our current crop of Buckeye Triumphs Officers include:

President: Robert Mains (614) 890-7767 ims_mains@ode.state.oh.us	Vice President: Ryan Miles (740) 587-4179 rjhmile@Yahoo.com
Treasurer: Jim VanOrder (740) 967-2110 vanorderj@cham-cor.com	Events: John Huddy (614) 846-2321 jhuddy@columbus.rr.com
Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@intinfo.com	Secretary: Becky Hartley: (740) 753-1066 jhartley@frognet.net

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TR-4's: John Thomas 614-855-4175 or Bruce Clough 937-376-9946
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TR250, TR-6: Robert Mains 614-890-7767 ims_mains@ode.state.oh.us or Jim VanOrder 740-967-2110 vanorderj@cham-cor.com

GT6: Doug Braden 614-878-6373 braden.13@osu.edu ,

Spitfires and TR-7 & 8's: Ron Fowler 614-371-3110 tr8@msn.com

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

Buckeye TRIUMPHS Events 2001

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

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

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

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

614-846 2321

May 1	BT Business/Social Meeting hosted by John and Charma Huddy, Fontainelle Restaurant, 166 Graceland Boulevard, Graceland Shopping Center, Columbus. Huddy's phone # (614) 846-2321.
May 20	Easton British Car and Bike Show, Easton Town Center, 9:00 AM until 4:00 PM. Contact John Huddy with questions. Phone # (614) 846-2321.
June 5	BT Business/Social Meeting hosted by Jim and Margo Washburn, 2877 N. Lake Court, Columbus. Phone # (614) 882-5219.
June 22 &	BT drives to Mid-Ohio Race Course for the Vintage

23	Sports Car Races. Details TBA
July 6 & 7	Len Immke Arthritis Foundation Cruise-In and Car Show, Metro Center, Dublin. This is a biggie and shouldn't be missed. Contact Murry Mercier with questions. Phone # 888-0838
July 21	BT Driving Event hosted by Bruce and Ryan Miles. Details TBA.
August 18	BT Driving Event. Details TBA
Sept. 21 - 23	BT Driving Event to Mid-Ohio for the Valvoline Run-offs, Lexington. Note: BT member, Sam Halkias, races his E-Production TR6 on Sept. 21.
Oct. 2	BT Business/Social Meeting – Host unassigned as yet.
Oct. 20	BT Driving Event. Details TBA
Nov. 13	BT Business/Social Meeting – Host unassigned as yet.
Dec. 4	BT Business/Social Meeting – Host unassigned as yet.

Triumph Events 2001

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

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

April 28 & 29	Driving Event and Overnighter with Miami Valley Triumphs, hosted by Bruce and Alice Clough. Exact route TBA.
May 6	British Car Show and Swap Meet, Holiday Inn, Wadsworth, Ohio, hosted by the Cleveland area Austin Healey Club. If interested in joining the caravan, contact John Huddy or Jim VanOrder. Phone #s (614) 846-2321 or (740) 967-2110. *Note: This is one of the better swap meets with new and used parts for your LBC.
May 18 -20	Import/Replicar Nationals and Swap Meet, Carlisle, PA. Contact John Huddy or Jim VanOrder with questions. Phone #s (614) 846-2321 or (740) 967-2110.
June 21 - 24	Triumph Register of America National Meeting sponsored by the TRA National Committee, Baltimore, MD. Contact Joe Richards , Tom Mahoney or Amy Neu with questions. Their phone #s are: (740) 756-4575, (740) 965-1809 and (614) 764-2762.
Aug. 10 -12	The Roadster Factory Summer Party, Armagh, PA. (This is another event that you shouldn't miss. Charles Runyan invites one thousand of his closest friends.) Contact John Huddy with questions. Phone # (614) 846-2321.

A Chronicle of Triumph: how I became addicted (Part 2)

Editor's Note – The following is the second article from Ryan. In this installment, he continues about his TR6...

I would like to start this month by apologizing for missing my article last month, and to also say that I know promised an article on roller rockers.... but its not ready yet. So instead I have been asked to continue my article on my experience with the Triumph automobile. I left off last time when I brought home my project, so I guess what I'd like to do this month is to tell you about the work I've done.

When we bought my car I intended to try to find something that was either really nice or fairly cheap, what I got was a complete car with air conditioning, that had just enough rust that it needed redone. I paid \$1,000 for the car and hauled it home that weekend.

Within a week we had the car running (summer '99), so we decided to drive it for the summer to see what work needed done. It immediately became obvious that it needed a new engine as the old one used a quart of oil every 250 miles. I also discovered that there was more rust in the frame than I initially thought, so my winter project began to form itself.

Just by accident I found a really nice frame in Michigan, and my Dad was coincidentally going to make a business trip in that area. So for ~\$75 my new frame was loaded on the trailer and drug home. We then had it acid dipped at a place in Columbus called Redi-Strip.



With much help from Nelson Riedel we were able to weld in a new cruciform (center plate) and new trailing arm mount cross members. We also reinforced the mounts for the differential. To finish everything off with a nice touch we painted everything in a nice epoxy primer and topcoat.

I personally enjoyed putting the drive train together more than the rust fighting work. To start with I ordered a NEW engine block from The Roadster Factory because it would have a good cam bearing surface (In the TR6 engine the camshaft rides in the engine block rather than in bearings) and the cost was cheaper than having Spitfire bearings

installed. I knew from the beginning that I wanted to have an engine that made more power than stock.



I did some research and decided to use Richard Good's GP3 camshaft, along with roller rockers from TS imports (the TS price was more reasonable & a Buckeye Triumphs member helped design them) to try to boost the power. I also bought new pistons from Doug Braden, had the lower end balanced, converted the head for unleaded fuel, and milled the head to get ~ 9.6:1 compression. Though at this point I have only driven the car in the driveway a little, I must say that the engine is very responsive and I am ready to try it on the road.

We also decided that the car needed an overdrive transmission, which we were able to find in a parts car for \$500. I had to steal the differential as well because mine had some broken pieces floating around in it. All of this coupled with a new suspension will hopefully make a very fun car to drive this summer.

Next winter's project is body work...I can't wait

While I'm at this I would also like to say that it was nice to see some new and old faces at Nelson's transmission rebuild session. I thought it went very well and hope people continue to attend these tech sessions.

P.S. I'm about to go crazy, as I am writing this there is enough salt on the road that I could probably make foot prints in it.... And I WANT TO DRIVE MY CAR

Ryan Miles RJHMile@yahoo.com

Notes from Nelson

Clutch Hydraulics Overhaul

TR250s and TR6s use hydraulics to transfer the clutch pedal motion to the clutch-operating shaft in the front of the gearbox. The system is nice in that it is self-adjusting and requires little maintenance except for occasionally checking the fluid level in the master cylinder reservoir. The sketch below shows the basic system. (The sketches are from a TR6 Maintenance Manual.) The clutch pedal connects to a piston in the master cylinder (on the right). When the pedal is pressed, the piston in the master cylinder is pushed in forcing hydraulic fluid from the master cylinder through the tube and hose to the slave cylinder (on the left). The fluid pushes the slave cylinder piston toward the open end of the cylinder pushing the push rod that connects to the lever on the clutch-operating shaft that in turn releases the clutch.



The major wear components in the hydraulic system are the rubber seals in the cylinders that prevent the hydraulic fluid from escaping past the pistons as the clutch pedal is pressed. The first sign that the seals are leaking is usually a puddle of on one's left foot or on the carpet under the clutch pedal (leaking master cylinder) or a puddle under the left rear of the engine from a leaking slave cylinder (you must be careful to differentiate a puddle of hydraulic fluid from the puddles of engine and transmission oil than are usually under a Triumph). Another sign that the seals are leaking is a reduced fluid level in the reservoir. (Hopefully you detect the failing clutch before the pedal becomes soft and fails to operate the clutch when you're 200 miles from home in a thunderstorm.)

One thing I've noticed is that the fluid in the reservoir turns black when the seals are about to fail. After about ten years the seals seem to dissolve in the fluid; I've suspected that planned obsolesce is at work here.

The following describes how to refurbish both the master and slaver cylinders on a TR250 or TR6. The directions probably also apply to most other models. You'll see that the task is well within the capability of almost anyone possessing a little energy and a couple monkey wrenches.

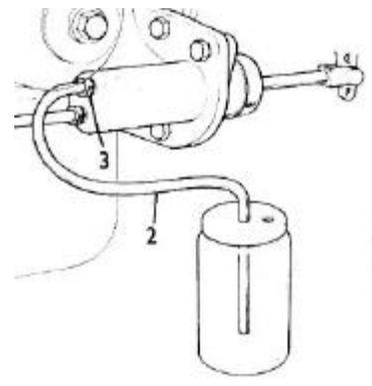
My experience has been that the slave cylinder fails first (probably because it is the hardest one to get at). However, whichever has failed, it's likely the other is not going to last much longer. Therefore, it is suggested that when working on the system, both cylinders be pulled and refurbished at the same time.

Note: If the clutch is not operating properly but there is no sign of leaking fluid, the problem is most likely not the hydraulic system. You might want to check out some of the suggestions at the end of the article.

DRAINING THE SYSTEM

The first thing to do is to drain the hydraulic fluid from the system. This will minimize fluid leaking onto the body under the master cylinder when it is removed. (If you haven't noticed, mineral-based (DOT3 – DOT4) hydraulic fluid is a very effective paint remover.) I use a short plastic hose and an old plastic radiator overflow bottle as shown in the sketch.

Connect the hose to the bleed nipple on the slave cylinder (#3 in sketch) and then open the nipple (7/16 wrench). Next, pump the clutch pedal until no more fluid exits from the slave cylinder. Care should be take to make sure that the hose stays

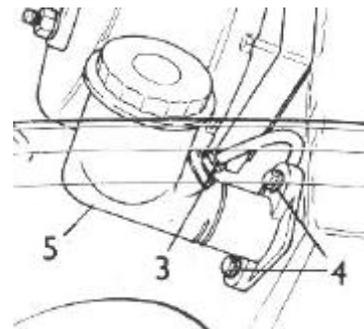


connected to the bleed nipple and the other end stays in the bottle to avoid squirting the fluid all over the place ----

THINK: Paint Remover in a squirt gun. The end of the hose should be above the level of the fluid in the bottle to prevent sucking fluid back into he cylinder when the pedal is released.

REMOVING THE CYLINDERS

Start by unscrewing the steel pipe from the master cylinder (number 3 in the sketch). This requires a ½ inch wrench. You may want to hold a large rag under the master cylinder while doing this to catch any fluid dripping from the pipe. The clevis pin



connecting the push rod to the clutch pedal arm is removed next (not show in the sketch). You have to crawl under the dash ---- a hard one for us well fed old guys to get at. The two mounting bolts (# 4 in sketch – ½ inch wrench) are then removed and the master cylinder lifted out.

The push rod between the slave cylinder and the clutch operating shaft arm is removed after the cotter pin in the clevis pin and the clevis pin is removed. The two bolts on the slave cylinder are removed (½ inch wrench) permitting the slave cylinder to be removed with the hose and steel pipe still attached. The hose can then be unscrewed from the cylinder.

Next, all the parts are cleaned. I usually apply engine degreaser, rinse that off and then wash with hot water and hand clearer or dishwashing detergent to get rid of the film

from the degreaser. The inside of the pipe and hose should also be flushed. Finally, everything is rinsed off with hot water.

TR LORE

I bought a junk '76 TR6 about 20 years ago. It had been driven in the salt for several years so holes were rusted through the bumpers; big holes were rusted in the sills, the floorboards, and the lower part of the rear fenders were rusted off. My main interest was the J type overdrive and a good differential (I hoped). The young woman from who I purchased it said that she had had a lot of trouble with the clutch and finally gave up on it and let it set for a couple years. I paid \$200 for the car and another \$50 to have a wrecker drag it home.

When I checked out the slave cylinder I found that a stack of washers had been inserted on the bolts between the slave cylinder and the mounting plate to move the cylinder about a half an inch toward the rear of the car. The slave cylinder piston was missing and the push rod was hanging down from the clutch shaft arm.

Later, after the gearbox was pulled, the push rod was examined more carefully and found modified; it had been cut and a piece of tubing brazed in to lengthen it. This rod and a standard rod are shown in the following photo. Both these modifications suggest that the gearbox had separated from the engine and migrated toward the rear of the car. The actual problem was a broken clutch fork pin; the clutch wouldn't operate no matter how far the lever was pushed back because the fork rotated on the shaft.



SLAVE CYLINDER OVERHAUL

We'll work on the slave cylinder first since it is the simplest. The first challenge is to get the piston out of the cylinder. If you're lucky, you'll be able to shake the piston out. That seldom works.

One can try forcing the piston out with compressed air. This should be done carefully because injecting compressed air into the cylinder converts it into a one hundred caliber missile launcher. First, close the bleed nipple. Next point the cylinder into a large wastebasket with impact absorbing material (loose trash) in the



bottom. Next, push the air gun into the input port on the cylinder and trigger the air as shown in photo. In most cases the piston will fly out, especially if the cylinder has been in use recently.

If the piston doesn't come out, a little more work is required. Spray lubricant (WD40 works fine) into the cylinder through the input port and around the piston at the front of the cylinder. Then, use a punch and hammer to force the piston into the cylinder a half-inch or so. Clean the exposed inside of the cylinder with steel wool. Often, this area of the cylinder becomes corroded because it is beyond the point where the hydraulic fluid flows in normal operation. This area is especially corrosion prone if the cylinder has been out of service and stored in a damp area. The piston will now likely come out when compressed air is applied. Sometimes the piston will just move back to its original position at the front of the cylinder. If so, then it can be forced back, air applied again, etc. until it finally comes out. Be sure to not become lax about the target when the air is applied.

The slave cylinder components are shown in the following photo. Some older cylinders have a different type of piston that looks nothing like the one in the photo. The piston with rubber seal and the rubber boot are discarded --- the repair kit contains new replacements.



The next step is to inspect the inside of the cylinder for corrosion, pits and other imperfections. The area of concern is from a depth of about 3/4 inches to about 2 inches- the area where the rubber seal travels in normal operation. The last 3/4 inch nearest the open end is prone to rust but not a major concern. This area can be cleaned with steel wool enough so the piston (with the rubber seal removed) passes freely. If the cylinder further in is smooth and shiny, as is likely if the cylinder has been in use recently, then no further work is required.

If the cylinder surface is not smooth and shiny, then a cylinder hone should be used. A hone is a tool with two or three small abrasive stones on spring-loaded arms that press against the inside of the cylinder. The hone is rotated with a drill to smooth the cylinder. Suitable small cylinder hones can be obtained at most auto parts stores. The following photos show a small hone and the hone in use. One should not be too concerned about the hone enlarging the diameter of the cylinder--- You can run it for hours without having much effect on the steel cylinder. If the hone is not able to eliminate all imperfections in a few minutes, one can try wrapping ~ 100 grit emery cloth around the end of the hone and rotating the emery cloth for a few minutes. If this doesn't clean up the cylinder, throw it out and buy a

new one. If the emery cloth is successful, then the hone without the emery cloth should be used to remove the scratches caused by the 100-grit cloth.



Next, the bleed nipple is removed and cleaned as required. A wire or small drill bit can be used to clean dirt out of the center of the nipple. Engine degreaser should then be sprayed into the cylinder and a cloth forced into the cylinder and pushed around with a screwdriver to clean the rear of the cylinder. The two ports at the rear of the cylinder should also be checked to make sure they are clear. The parts should then be washed thoroughly and blown dry with compressed air (or a hair dryer if air is not available).

Once the cylinder is known to be good the rebuild kit can be purchased. I use The Roadster Factory (TRF) part number LDSSB629 usually purchased during the winter parts sale for about \$10. I also purchase a tube of Girling rubber grease, part number GISP 1230. One tube will probably last a lifetime if you don't misplace it. (There is a small packet of grease supplied with the master cylinder rebuild kit. There is sufficient grease in that packet for both the master and slave cylinder rebuilds.)

The first step in the rebuild is to put the new rubber seal on the new piston. Before doing this, apply a little rubber grease to the back of the piston to allow the seal to be slid on without damage. The largest part of the seal should be towards the closed end of the cylinder (front of the car) as shown in photo.



Next, the inside of the cylinder is thoroughly lubricated with fresh brake fluid. The small end of the spring is slid over the small end of the piston, the seal lubricated with rubber grease and then the spring followed by the piston slid into the cylinder. The piston should then be forced in and the last 1/2 inch of the inside of the cylinder should then be coated with rubber grease. This is the area that is corrosion prone because it is not lubricated by the hydraulic fluid. Installing the bleeder screw, putting the new rubber boot on the end of the cylinder and then inserting the push rod through the boot completes the rebuild. The completed cylinder is shown in the next photo. Oh, one more thing, the

flexible hose and still connected pipe should be attached to the cylinder.



MASTER CYLINDER OVERHAUL

The master cylinder overhaul starts with using small pliers to remove the circlip retaining the pushrod. These parts are shown in the next photo. The next step is to remove the piston. If it can't be shaken out then air is used in the same way described earlier for the slave cylinder. There is one difference; the air inserted into the output port goes to both the cylinder and the reservoir. The reservoir cap must be in place to allow pressure to build up in the cylinder. Unfortunately, pressure also builds in the reservoir. If the piston doesn't let go, the cap may blow off so we have a double-barreled missile launcher here. (The voice of experience speaking; fortunately, the cap has little mass so no damage was done when the cap hit the side of my head). Eye protection and care in the direction both barrels are pointed are in order. The removed piston assembly is shown in the subsequent photo.



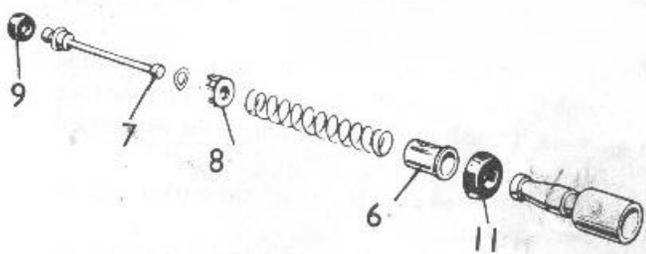
The cylinder inside surface is inspected to make sure it is clean and smooth. There is usually some corrosion near the open end of the cylinder. As with the slave cylinder, this area is beyond the travel area of the seal and can be readily cleaned with steel wool. I've never seen a damaged master cylinder so in most cases no honing is required. If honing is

required, a small hone with light spring pressure should be used. Unlike the steel slave cylinder, the master cylinder is made of relatively soft aluminum and is easily scored with course abrasives. If the cylinder can't be made smooth then a replacement must be purchased. This hurts a bit. The new master cylinder costs about \$120 whereas the slave cylinder costs about \$45. If cylinder is to be reused, the inside of both the cylinder and the reservoir should be thoroughly cleaned and dried.

The piston assembly is taken apart next. A small screwdriver is used to pry up the tab on the spring thimble to separate the thimble from the piston as shown in the next photo. Some of the parts are under tension and subject to flying everywhere when the pressure is released so eye protection should be worn. It's also wise to work in a relatively clean and confined area so the parts can be retrieved easily. The disassembled piston is shown in the subsequent photo.



There are two types of master cylinder used on the TR250s –TR6s. The earlier one through 1969 has a 0.75-inch diameter piston and the later has a 0.7-inch diameter piston. The repair kits from TRF (early – part number GISP1967, later – GISP2102) cost about \$10 during the winter parts sale. The kits contain the gland seal (11), valve seal (9), wavy washer (between 7 & 8), circlip, boot and a small amount of rubber grease.



The parts to be reused should be cleaned thoroughly. Next a small amount of grease should be spread on the smaller end of the piston and the new gland seal (11) pushed on the piston. The larger part of the seal should be on the spring side of the piston as shown in the photo.



Next, the new valve seal (9) is slid on the valve stem (7). The new wavy washer is slid on the valve stem followed by the plastic spacer (8) and spring. The valve stem is then fed through the spring and hooked into the end of the thimble (6). The final step is to push the thimble onto the piston far enough for the tab to catch on the lip. It may be necessary to use the small screwdriver to bend the tab in a bit.

Lubricate the cylinder with fresh brake fluid and the gland seal with a small amount of rubber grease. The piston assembly is then inserted into the cylinder, pushed in slightly and the end of the inside of the cylinder coated with a small amount of the rubber grease. The end of the pushrod and the washer are greased and a new boot is then installed on the pushrod. Some grease is squeezed on the cupped end of the piston and then the push rod is inserted into the cylinder and secured with the circlip. Finally, the boot is slid over the end of the cylinder completing the master cylinder overhaul.

HYDRAULIC FLUID

This is a good time to talk about hydraulic fluid. A purest might use the Girling LMA fluid available from TRF or Moss. In the past I preferred to use regular high quality brake fluid available at grocery and auto parts stores. Both these are mineral based fluids.

Another option is silicone brake fluid. The good point with the silicone fluid is that it is a less effective paint remover. The bad point is that it costs more than good quality whiskey. A second bad point is that it should not be mixed with regular brake fluid. I used the silicon fluid when I rebuild my TR250 15 years ago. Some time later I forgot I used the silicon fluid and topped it off with regular brake fluid (this was the brake hydraulic system). About a year later the front brakes started to hang. To make a long story short – I think the mixed fluid attacked the inside of the hoses to the front brakes and nearly plugged the hoses, turning them into check valves. Fluid could be forced through the hoses to apply the brakes but wouldn't return to allow the brakes to release. Made for lousy gas mileage and brake pad life.

I'm having my '76 TR6 repainted at the present time. I just cleaned up the mess on the brake servo unit caused by a leaking brake MC and on the pedal assembly caused by a leaking clutch MC. One thing you can be sure of --- all Triumph hydraulic cylinders will leak sooner or later ---- more likely sooner, especially those near observable paint. So ---- I'm going to use only silicone fluid on my TRs from now on. Sure hope I don't put any of it in my Fords by mistake!

SYSTEM REASSEMBLY

The reassembly process is the reverse of disassembly. The master cylinder is mounted with the two bolts and then the clevis pin connecting the push rod to the pedal assembly is installed and secured with a washer and cotter pin.

The pipe and hose are fed through the hole in the slave cylinder mounting plate followed by the slave cylinder that is

then secured with two bolts. Be sure to mount the cylinder such that the bleed nipple is at the top and the hose is at the bottom. The clevis is then inserted through the push rod and clutch-operating lever and secured with a washer and cotter pin. The last thing is to screw the steel pipe fitting into the master cylinder output port.

BLEEDING THE SYSTEM

The final task is to fill the system with hydraulic fluid and then bleed the air from the system. Connect the hose and bottle used for draining the system to the bleed nipple, put enough fluid in the bottle to cover the end of the hose, and then open the nipple about 1/2 turn. Fill the reservoir with fluid and screw on the cap (to prevent the fluid from splashing out). Pump the pedal several times until some fluid exits the tube into the bottle. Refill the reservoir as required. One can use this method to completely bleed the system – just pump the pedal until no more air exits the end of the hose and then close the bleed nipple while the pedal is still depressed -- use a stick to hold the pedal down. I've always had trouble getting that last bit of air out by this method and the clutch will not operate properly if there is air in the system.

I prefer to call on the significant other for help here. Position her in the driver's seat and then jack up the left side (of the car) so you can crawl under it (remove the keys so she doesn't get any ideas about life insurance). Get a 7/16-inch wrench and crawl under the car. Close the bleed nipple. Have her pump the clutch several times and then hold the pedal down (be sure to calmly tell her that the clutch is the left pedal). (If you hear a pedal moving but see no movement of the slave cylinder, you might calmly suggest she try the other left pedal.) While she's still holding the pedal down, unscrew the bleed nipple and let the air escape through the still connected tube to the bottle. Tighten the nipple again before she releases the pedal. Repeat this process until no air escapes when the bleeder nipple is opened. When finished, check and refill the reservoir as required.

WHY DOESN'T THE CAP BLOW OFF?

Recall that the compressed air injected into the master cylinder can blow the reservoir cap off. One might ask: "Why doesn't the cap blow off when the pedal is pressed?"

There is a small hole at the back of the master cylinder that connects to the reservoir. When the pedal is out, fluid is free to flow from the reservoir through this hole into the cylinder and then through the output port and pipe/tube to the slave cylinder. When the pedal is pressed the small valve seal (part 9 in a previous sketch) is pressed against the little hole at the back of the cylinder closing the access to the reservoir. All fluid pushed by the piston as the pedal is pressed further must escape through the output port and then via the pipe and hose to the slave cylinder where it pushes the slave cylinder piston. Thus, the valve seal prevents pressure buildup in the reservoir.

Why doesn't the clutch arm move more?

While under the car bleeding the system you might notice that the clutch arm doesn't move very far while the pedal moves a large distance from full out to full in. What is going on?

On my TR250, the pedal moves a little over 5 inches and the clevis pin in the clutch arm moves about 5/8 inch. If you look at the pedal assembly you'll notice that the pedal is at the end of a long lever whereas the master cylinder push rod connects about 1/4 of the way out on the lever from the pivot point. As a result, the master cylinder piston moves about 1/4 the distance the pedal moves. The cross sectional area of the master cylinder is about half that of the slave cylinder. Therefore, the fluid displaced by the master cylinder moving a given distance will move the slave cylinder about half the distance. Hence the slave will move about 1/4 times 1/2 that of the pedal or 1/8 that of the pedal. That checks out ---- a little over 5 inches versus 5/8 inch. If it were exact, the travel would be a little over 5/8 inch. The difference is because the pedal must move some before the valve seal closes the hole at the back of the master cylinder. There is a slight variation between the 0.70 inch and the 0.75 inch master cylinder piston. The travel using the 0.75 inch piston was measured. The .07 inch piston will generate a travel about 13 % less.

How does one adjust the clutch?

A clutch should be adjusted so that the front of the release bearing is just about in contact with the clutch pressure plate when there is no pressure applied to the pedal. In mechanical systems there are adjustments on the levers or cables that must be changed from time to time as the clutch components wear. The Triumph hydraulic system adjusts itself each time it is used. After the pedal is released, the force from the clutch pressure plate springs push the release bearing back which in turn rotates the clutch-operating shaft and via the operating lever and push rod pushes the slave cylinder piston into the cylinder. The piston is held against the push rod by the spring behind the slave cylinder piston. Hence, there is no slack in the system after each use – completely self adjusting.

How much hydraulic fluid should the clutch use?

The system should consume very little fluid. Some small amount might be lost as a film is left on the side of the cylinders when the pistons move. If the system loses more than 1/4 of the reservoir in a summer, then you probably have a leak and the system is in the process of failing. Best get to work on it right away.

Insufficient Pedal

A typical clutch problem with TR6s is that it is difficult or impossible to shift into first or reverse gears. This is an indication that the clutch is not releasing when the clutch pedal is pressed. The system is more tolerant when shifting into the higher gears so the problem shows up initially with first and reverse.

This problem is nearly always the result of insufficient movement of the slave cylinder pushrod. Note that the self-adjusting feature described previously compensates for any slack between the slave cylinder and the clutch. Therefore, the problem is most likely between the clutch pedal and the slave cylinder. The first thing to do is to measure the travel of the clevis pin connecting the push rod to the clutch operating shaft arm --- it should be at least 1/2 inch and preferably 5/8 inch. If the travel is 5/8 inch, then the problem is in the clutch components or the operating shaft or clutch fork.

If the clevis pin travel is much less than 5/8 inch, then the following should be checked:

- The slave cylinder mounting plate. One person noted that the plate on his TR250 flexed when the clutch pedal was pressed. He stiffened the plate and cured the problem.
- There may be slack in the area where the master cylinder push rod attaches to the pedal assembly. I've seen elongated holes and worn clevis pins that introduce 1/4 inch of slack--- that translates to 1/8 inch at the slave cylinder, enough to cause a problem. Also check the clutch pedal shaft bushings for slop.
- Check the hose feeding the slave cylinder. I understand some nonstandard replacements can't take the pressure and swell when the pressure is applied. If one has a hose not designed for the high pressure of this system it should be replaced before it fails and leaves you stranded.
- Double check for air in the hydraulic system. I've found that even after bleeding the system, there is little margin but it seems to improve after a few hours use. I suspect a small air bubble in the master cylinder that eventually works its way out through the reservoir causes this problem.

If none of the above fixes the problem, one can remove the stop tab on the clutch pedal arm. This will give a little more pedal. Another alternative is to fasten the slave cylinder push rod to the upper rather than the middle hole in the clutch operating shaft arm. If none of these works, consider selling the piece of crap to your brother-in-law.

Late TR Guy



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

Damn, I'm getting old...

Well, Trooper is dying, need a new daily driver. After 160,000 miles, several accidents, and hoards of other abuses it's looking a bit, er well, a lot rough around the edges. I thought of just driving the TR7's, but I need something with four doors. I found myself today looking at a Buick LeSabre actually thinking of buying it.

Now, I know some of you out there actually drive these, but I remember someone telling me that the true sign of senior status was not a Golden Buckeye card, but driving a Buick. (the '60 LeSabre I had a couple of years ago didn't count...). But it has leather seats (a plus with Bridgett) plenty of room (another plus with a family), and it's large (safety in knowing that a Geo Metro will bounce off).

Actually the choice is between something in the LeSabre size (includes Olds 88) and the Chrysler Concorde, Dodge Intrepid platform. We actually sat in a Chrysler LHS, and I kinda liked it. Yes, if I had the bucks I'd get a Lexus LS 430 (or even a LS 400), but I think I'd rather spend them on Bridgett's college... BMW? Nope, the only one that has enough room is a 7 series and I'm spending that kind of money I'm back to the Lexus. Frank seemed to indicate that a Triumph country estate wagon would be ideal. I think not, but I welcome the thinking "out of the box".

The need was pushed home by a deer that ran out in front of the Blazer (nobody hurt). For a week I had to drive the '79 FHC, which isn't a bad thing, just that I couldn't fit the family in (just Bridgett). Oh well, I complain too much, on with the article....



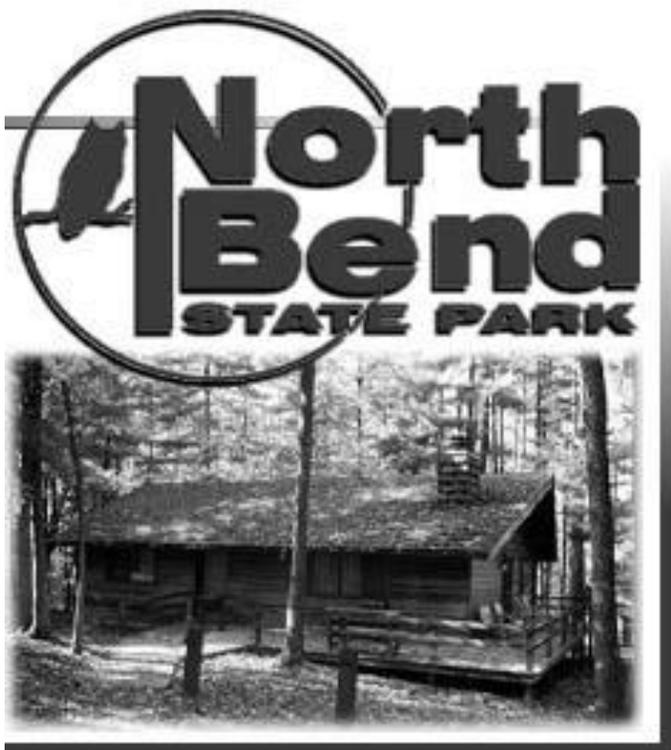
Car Seat Readied In The FHC TR7 Since Mommies Blazer "Tapped" A Deer and Will Be In The Shop For A Week. Mommy Gets The Trooper...

Flash! Spring Tours, The Update

April – This is the month for the fantastic Spring Tour '01.

I hope you're ready!

Spring Tour



If you have been putting off getting a room at the lodge at North Bend, don't worry about it – all the rooms are gone. If you've delayed to this time but still want to go, let me know and I'll put you in touch with the park and maybe they've got

other options, such as B&B's in the local area. Thanks for a sell-out folks! Now we need to work on the details.

First of all, the meeting place for those of us leaving from the Southwestern Ohio area. Since we're heading towards Circleville, I'd suggest something in the Washington Court House area, which essentially means I-71 and US 35. So, the meeting place shall be the Burger King which is on the south side of 35 east of I-71. We will leave there at 7:30 am.

Second: communications. We will be using the FM transceivers set to Channel 14, no code. I have three, two of my own and one of the MVT ones. I think Frank Ciboch has the other MVT one, but I may be wrong. I'll bring them along. I'll also have my cell phone (937) 238-4962 which is always on.

Third: Detailed schedule. Well, I'm still working on that. Hat's off to Mike McKittrick for asking his mom to send a bunch of brochures. I think from Circleville we'll beat a hasty retreat for Marietta then spend a good chunk of the day there. Looks like quite a few museums/stores/shops/pubs/etc. within a small area. From there we will be taking backroads east of Parkersburg and Vienna to North Bend. Wally Ellifritt's given me some guidance there. We will not be going through either Vienna or Parkersburg, at least on Saturday. I thought it'd be nice to hang around the park Saturday evening, enjoying a bottle or two of wine I'll bring along. Others might want to think about the same thing.

Sunday we'll be up for the obligatory morning walk lead by Stan Seto. Stan got quite a kick down in Kentucky trying to get us lost in the woods (Seto Witch Project?). Afterwards we'll be heading southwest along the Ohio. I thought lunch at the original Bob Evans in Rio Grande (the cheesy museum there is a hoot). Then on to Jackson for some shopping. If the weather is nice we can be on the way to Buckeye Furnace State Park (which used to have a covered bridge towards the back). We will then head on to Chillicothe for dinner and good-byes. I think it will be an excellent time, and I'm glad y'all want to join us!

Remember MVT & BT folks, we're meeting at the Bob Evans in Circleville at 0830:

Bob Evans Farms Restaurant
23865 US Highway 23 S
Circleville, OH 43113-9003
Phone: (740) 474-5009

Trip To TRA National Meeting

I haven't changed this article much from last month. The only real update is that we are staying at the Hampton Inn in Frostburg MD on the night of Wednesday, 20 Jun. The quaint Inn downtown has horrible parking! I also want to point out that on the road we'll be stopping at area attractions and quaint shops. We can even stop for a yard sale (if anyone is brave enough). I also might change the drive back a bit. Nobody has indicated that they want to spend any time getting back home, so we might just beat a

hasty retreat with everyone else getting back. I'd like some feedback on this, please, from those going.

Recapping the information: The Triumph Register Of America National Meeting will be held in Baltimore at the Hunt Valley Inn:



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

The schedule right now:

Tuesday, 19 Jun

- Caravan leaves Dayton area around noon
- Spends afternoon cruising & sightseeing
- Spends night in Logan-Lancaster at the Amerihost Inn, St Rt 664 @ US 33. 614-385-1700 (I booked it through travelhero.com, others might try different web services. Shop around, rates and availability varies depending on the web site!)

Wednesday, 20 Jun

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

Thursday, 21 Jun

- Leave Cumberland after breakfast for Baltimore via roads less traveled.
- Early Afternoon – Arrive at Hunt Valley Inn

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

Sunday, 24 Jun

- Choices – do we stay for a bit of the Bowie British Car Day that might down the road? I'm assuming that either way we'll be on the road by 2 – 3pm, so that puts us

about Bedford PA for beddie-bye. Several good places around there, so I'll be checking them out in Feb & I getting back to y'all.

Monday, 25 Jun

- Leave fairly early since it's a busy day. How busy? Don't know, - I want your input. Do we want to go to TRF and then on to Indiana, PA? Or do we want to go to Falling Waters? Reason I ask is that this changes our path around Pittsburgh, and where we stay that night. Right now I'm recommending the Weatherbury Farm (www.weatherburyfarm.com) B&B, Avella, PA (724) 587-3763, if we go south of Pittsburgh. This is a quaint working farm that seems to be well recommended near the Ohio border. If we go north we'll stay somewhere around the OH/PA border southeast of Youngstown.

Tuesday, 26 Jun

- Everybody gets home, but not before a few more good roads and a stop or two! I'm assuming Coshocton, or even Amish country. Open to suggestions!

Now, that's what my first update on the plans are. Based on your inputs over next month, and what I find during site visits, I'll finish the planning. I want your input to the process, and if you're going, I'd like your name! The '97 tour was a wonderful time for the Clough Family, and I'm shooting to make this an even better tour!

Tech Tips

Several goodies this month from the Wedge email list. First of all is a short discussion of Bill Piggott's TR7/TR8 guide. Next is a reminder why not to just stick in US fuses for Lucas fuses and use the same rating. Finally, several emails concerning wiper problems. Enjoy!

Bill's Book

From: brian@ridley-jones.freemove.co.uk

Subject: Bill Piggott's Book

Date: Friday, March 09, 2001 9:50 AM

Dear all,

I was kindly lent a copy of this last night. I started reading it and there is a VERY large number of errors and omissions. One reason for this is that the author only really dealt with the TR Register in the UK. Whilst they have a good knowledge of TR2-4s and no doubt have some members with fine TR 5,6,7 and 8s there is not a significant knowledge of the latter cars. As already pointed out he failed to contact the TR8CCA, but he also failed to contact the TR Drivers Club. This club was established for the TR6, 7 & 8 when the TR Register did not want the later cars to spoil their club. It is not surprising that their knowledge is therefore more scant.

A good quality TR7 Sprint could have been found if he had known where to go.

As well as the infamous red spot on the fuel cap, there are red tail indicators for the US market (I never saw those when I was in the USA), different figures for the EFI engine output, errors with the TR8 transfers and later models. Battery boxes and boot carpets are mis-quoted - but I suspect that having found two of the 18 UK TR8s and a few others he has made generalizations about the entire TR8 production run. There seems to be too much reliance on the parts manual and TR7/8 brochures as well. These do not represent our cars!!

I seemed to find something I felt unhappy about every few pages - and I do not know much about the TR7 having concentrated on the variants of the TR8.

I can only assume that the book is still in draft and the real version will be published soon!!!

Brian Ridley-Jones

Lucas Fuse Ratings – A Must Read For Any Triumph!

From: odd.hedberg@bigfoot.com

Subject: Re: Lucas fuse ratings, Was: 80 TR7 Door courtesy lights / Fuse Box ?

Jim,

The Brits [= Lucas?] use a peculiar way of denoting their fuses. They classify their fuses after the amperage where a statistically good number of them [some 90-95 +%] should have blown while most others classify the rating after the fuses ability to survive a continuous load for a very long time. Or; The Lucas fuses are rated at their instant blow rating while most ordinary fuses are rated at their continuous allowable amperage rating. This unfortunately fries the harness if a wrong type fuse is fitted. The rough correlation is given in the listing below:

- Lucas 50Amp instant blow rating fuse ~ = a 25Amp continuous rating fuse
- Lucas 35Amp instant blow rating fuse ~ = a 15Amp continuous rating fuse
- Lucas 25Amp instant blow rating fuse ~ = a 10Amp continuous rating fuse
- Lucas 15Amp instant blow rating fuse ~ = a 8Amp continuous rating fuse

This is fed into a wiring harness that is designed upon a principle of thinnest possible copper wire for the needed job... I doubt any 120 strand wire has ever been fitted into a wedge harness unless the battery wire is such a heavy beast. In any case they, and the 65 or 84 strand wires, are usually unfused where used...

There is also another issue to take into account that tend to melt the fuse box in our modern [read thermoplastic] fuse boxes: The original Lucas fuses are 1/4" * 1 5/32" [=6.35 * 29.37 mm] while ordinary automotive fuses are 1/4" * 1 1/4" [=6.35 * 31.75 mm] and thus the ordinary ones is not a

suitable replacement for the Lucas sized fuses. [How typically British!?!]

Forcing an ordinary sized fuse into the Lucas fuse holder can, and I stress can, give overheating of the fuse holder and this increases the chance of future melt down problems in the fuse box.

Therefore only use original Lucas fuses, amperage and size, in the Wedge.

Best regards

/Odd

jdhenn wrote:

> Oops,

> I better pull out my generic fuse. Does it really make a difference? It must or you all wouldn't be saying to use Lucas only fuses.

> Thanks

> Jim

Finally, the Wiper Posts...

Jim Henningsen was having problems with the wipers. The dialog is good enough that I put in several replies to the original post.

>OK, here goes. I just bought my 80 TR7 convert.. The PO put on a new column wiper switch about five years ago. Once you switch the wipers on to any position and switch back to the park position they don't ever stop, unless you turn off the car when they are at the park position. Did the owner screw up the wiring connections? The wiper switch and turn signal switch have some movement in the column, don't know if that is good or not. Figured I'd ask before I takeoff the covers and take a look. What do you all think?>

Post 1:

From:David Massey 105671.471@compuserve.com

Subject: wiper problems

Jim,

The two switches are mounted to a common yoke that clamps to the steering column. The clamp is plastic and if you are not careful it will break if you over-tighten it. In fact all the ones that I've seen are broken. This probably explains the looseness in the two switches. It will not effect their functionality, however.

As for the non-parking wipers this is probably due to a stiff park switch in the wiper motor itself. This is a cam operated switch that senses the park position and will allow the wipers to continue to operate until the park position is achieved after the switch is moved to the off position.

There is probably some dried up old grease that is causing the switch to not actuate quickly enough but after the key is switched off it will relax and move to the proper position.

You might be able to remedy the situation by removing the metal cover plate from the wiper motor and spraying a little penetrating oil in there to loosen up the old grease.

Good luck

Dave

Post 2

From: Carl McIver cmciver@mindspring.com

Subject: Re: wiper problems

Don't take the switch apart yet!!!! The usual failure here is a park switch located underneath the wiper motor. The switch doesn't actually fail, but there's a tab from the rack that operates the switch that develops a crack or breaks off completely. First adjust the switch back and forth in the slot a bit. Taking it to one extreme should have it thinking its parked all the time, where if you want the wipers to physically park you have to hold the switch down to do it. I ran with this problem for years, and when I finally replaced the rack I was still parking it by hand out of habit for awhile. The adjustment is to tell the motor where to stop in the park range, but we use to bypass a tough fix. BTW, you can lift the motor with the rack and turn it over for the aforementioned adjustments and let it run that way.

For good info, check out <http://www.vtr.org/maintain/wiper-motor/> (not vouching for applicability, but great stuff on wipers) and this fix: <http://www.interlog.com/~lcl/wedge/wipepark.html> but I saw a piece on using a small hose clamp to fix it as well.

Post 3

From: CLIFTON DAVIS trstag@epconline.com

Subject: RE: wiper problems

I had this happen to me 17 years ago in my 79 tr7coupe, purchased new. I bought an wiper switch thinking this will solve that problem. The problem was not the switch, but the cross-head, rack and tube. the cross-head that fits into the park switch in wiper motor had partially broke away (spot welded in place), which would shift every time it tried to go in the park position. the shifting is the caused of the erratic or non-stopping wipers.

The movement of the turn signal and wiper switch is either the collar needs tightening or it's broke, which means the turn signal switch will need replacing (the collar is part of the turn signal switch). The term cross-head came TR7 ROM.

Clifton Davis

Eh, one more article for the road!

From: RR <grndsm@yahoo.com>

To: 'TR8 list' <tr8@mercury.lcs.mit.edu>

Subject: Not as original as I thought...

Date: Friday, March 23, 2001 1:50 AM

Well guys, just I thought that I was the first to come-up with this engine swap idea, someone pointed this out to me:

<http://members.tripod.com/~michaeljay/spitfires/spit2000.htm>

I know it is not a TR7, but a Triumph never the less...

If they can fit this motor in that tiny compartment, I should be OK :). So that is pretty encouraging to see.

Later,

Leon

(Leon wants to stuff a turbo 2 litre Mitsubishi engine into a TR7, you really should look at the website above – what a hoot!)

Well, that's it for this month – see you on the road, and hopefully on the Spring Tour!

Buckeye TRIUMPHS REGALIA

Golf Shirts –Outer Banks - 100% Cotton \$35.00

- Style 17434-Solid body color with Collar of contrasting color
 - Wine, with Navy Blue
 - Spruce, with Navy Blue
 - White, with Black
 - Navy Blue, with Green
 - Oatmeal, with Green

Style 17489-Solid body color with a striped Collar

- Spruce, with Blue Stripe
- White, with Black Stripe
- Black, with Red Stripe
- Red, with Blue stripe

T-Shirts - Lt Grey Cotton \$14.00

- BTC Logo - front
- Large Wreath Logo – back

Patch Embroidered Logo \$10.00

Buckeye TRIUMPHS Logo \$10.00

– Embroidered on your article

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

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

CLUB NAME TAG SALE

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

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

Classifieds:

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

FOR SALE

1973 Triumph TR6

Mimosa Yellow, 84K Miles New Interior & Under carriage, Very Good Condition / Runs Great

\$5,400

Contact John Szlag @ 614-297-7249

Now Taking TR6 Orders:

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.

New Triumph convertible tops by Crown, TR4, 4A, TR250, TR6, TR7/8, Spitfire, and Herald \$185.00 in black or white continental grain vinyl.

Triumph TR6 black standard cut-pile carpet set \$135.00

Contact Doug Braden at:

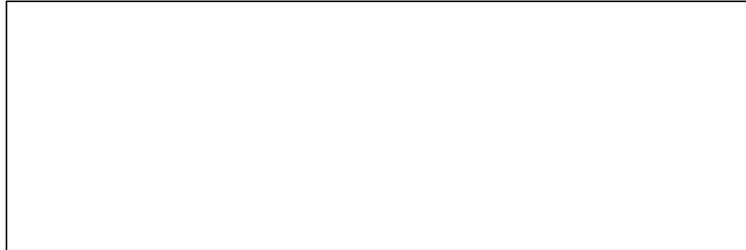
PARTS...PARTS...PARTS - Triumph and LBC parts available... New, Used & NOS... The Roadster Factory, Moss & Victoria Br. items at discount prices.

Many common parts in stock.

Doug's Parts 614-878-6373

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

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



Buckeye Triumphs Newsletter – April, 2001
Business Social Meeting Tuesday April 3rd
Driving Event April 21st

See inside for details...