



# Buckeye Triumphs Newsletter

Visit us at: [www.nextek.net/BuckeyeTriumphs](http://www.nextek.net/BuckeyeTriumphs)

## Upcoming Events!

### BT Social / Business Event – The Roadster Factory – Summer Party

The BT Social and Business event for August be the Roadster Factory Summer Party, August 10<sup>th</sup> through the 13<sup>th</sup>.

Thursday, August 10	
8:00 AM	Meet at the McDonald's located at the intersection of Route 79 and Interstate 70 south of Newark, OH - Blast off at 8:30 AM
Noon	Lunch at "Clems" - On 22 just West of TRF (pass the napkins)

See TRF Schedule contained inside.

### August 19<sup>th</sup> DRIVING EVENT

Bob Mains is coordinating the driving event on the 19<sup>th</sup>. He writes: RSVP to me is REQUIRED in order to get a confirmed headcount.

Please call me by 8/15 at 614-890-7767 to confirm your intention to drive with us on Saturday 8/19. A 10am meeting at the Wendy's on Rt 33 in Canal Winchester will begin a country road drive south to Deer Creek State Park for lunch and a back road return.

If no reply, then no drive for August and we will focus on the September drive to Lake Erie with a stop on the way.

## Editor's Corner

My God – it's August already. You've already been waiting for your trusty newsletter and I've been out of town.

I've been training in Michigan for 2 weeks and my Dad has decided to sell his house after 50 years.

I have thus been cured of saving things.

Ryan made me promise that I would not to this to him. My father has never thrown ANYTHING away. I could get you a great deal on some 45 year old worn out jammies (with cars on them!) or some 1949 Popular Science magazines. We did find a review on an MG in one of them. (Too bad my dad didn't subscribe to Road & Track)

The auction is on August 8<sup>th</sup> in Findlay.

Ryan's project is going well (he spent last week with me in Traverse City – each day being sure to mention that the summer was fading and he would rather be home working on his car) – he has the motor installed and the front suspension back together. The exhaust header is being surfaced and the transmission is about to be installed. I am in constant awe of the energy of a teenage male when it has to do with cars. I was that way – I'm sure that most of the guys in the club were as well. You are all always welcome to stop by and have a peek.

Ryan can't wait for a "smoke" test.

I found some old photos while cleaning out at Dad's that I thought you all might enjoy.



Yes, our wedding day, Bruce & Kim. (I was MUCH skinnier then.) The folks had quite a bit of fun decorating

## Officers and the Fine Print

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

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Spitfires and TR-7 & 8's: Ron Fowler 614-371-3110 [triumph@ameritech.net](mailto:triumph@ameritech.net)

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

her (the car) and for the rest of the time that I owned it you could read "XOX - Kim and Bruce" on the hood and "Just Married" on the trunk. I bought this car just before we got married, never checked out how much the insurance would cost (ouch) Getting married cut this in ½



Shaving cream on a 90 degree day on a BRG TR6 is NOT recommended!

I wish I had known you folks during this period. I would still have this car today if that were the case. Ryan has a quest to try to figure out what happened to this car.

I will do "my" TR story soon, we have another in this issue from Tom & Cyndi Robinson - check it out.

On a personal note, my brother Kevin had a "Triumph" in July (not the automotive kind) Kevin has always been a performer at Disney World's "Voices of Liberty" at Epcot. He has done this for the last 17 years or so. If you have visited Disney, you have probably heard his voice on the trams bringing you in and informing you where to go and what to see. Last year he was invited to join a barbershop quartet called "Platinum". Two of the members were past champions. In Kansas City this year they brought home the Gold and won the international competition (by quite a margin) I'm real proud of him. He will be performing in Columbus on August 18<sup>th</sup> and 19<sup>th</sup> (with PLATINUM) as part of the Buckeye Invitational at the Palace Theatre. If you enjoy good music, they put on quite a nice show.

Now, back to cars...

Bob Mains is putting together the driving event for August 19<sup>th</sup> - he is trying to keep it simple and easy (since it is right after the TRF drive) Please see the details inside.

I received some good pictures from the Immke show – showing our crack staff of judges in action. Here they are:



My thanks to John Schilling for these photos – thanks to Nelson for his scanner.

Asking price only \$300 (What a deal!) We then proceeded to lunch – everybody say cheese.....



Sorry again for the late newsletter this month – hope we see you at The Roadster Factory summer party!

**Bruce Miles** [bmiles@INTInfo.com](mailto:bmiles@INTInfo.com)

Next Newsletter Article Deadline – August 21<sup>st</sup>, 2000

## President's Corner - August, 2000

President's Corner

August, 2000

What a Great Triumph Summer! I hope you've been enjoying the great weather; a mixture of top down days and cool evenings with plenty of liquid sunshine days too.

You made the July activities **OUTSTANDING**, thanks for the turnout at the Immke Car Show. The TRIUMPH Show within a Show was a good showcase for our British marque. Congratulations to the trophy winners. The Italian cars were a formidable challenge with all those prancing horses; they sure looked tempting. There were a gross of AMC cars and they too looked great; what a show for them!

Our Queen for the Day tour of the Piatt Castle on July 15th was a great day for the ladies with a stop at Rothchilds for a nice lunch and some shopping. The detour to checkout the rumor of a true gem of a car was a disappointment when we found a TR4 that had been communing closely with Mother Nature for way too long; what a shame.

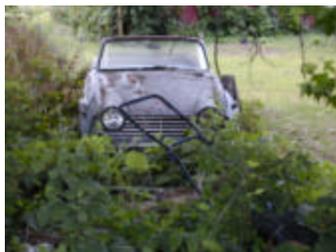
Our plan for a social evening on Tuesday 8/1 was canceled to allow folks to focus on getting 'things' done so we can have a good turnout for the TRF Summer Party. Many of you will be heading east, so drive safely. There are more details in the newsletter.

We may still have an August club driving event as planned in our schedule; but **ONLY** if we have enough members interested and/or recovered from the w/e at the Summer Party.

We had fun at the Piatt Castles for our July driving event.



The day was beautiful and the driving was fun. While we were at the castle, a couple of guys on motorcycles gave us a heads up on the location of "one of those" cars. Off we went on the hunt. Here is what we found:



SO, an RSVP to me is REQUIRED in order to get a confirmed headcount.

Please call me by 8/15 at 614-890-7767 to confirm your intention to drive with us on Saturday 8/19. A 10am meeting at the Wendy's on Rt 33 in Canal Winchester will begin a country road drive south to Deer Creek State Park for lunch and a back road return.

If no reply, then no drive for August and we will focus on the September drive to Lake Erie with a stop on the way.

There's a lot for us to do yet this year; 6-PACK in Rockford, IL in September is around the corner, help make 2000 the Triumph year we will remember. So come on out.

Bob Mains [ims\\_mains@ode.state.oh.us](mailto:ims_mains@ode.state.oh.us)

## Minutes from July Social Meeting:

There were no minutes – read Murry's review in Late TR Guy's section

## Late TR Guy



Aug 2000: By Bruce Clough

## Len Immke Car Show – The Epilogue

Just as I let Murry Mercier give the pep talk about the show last month, I'll let him give the wrap-up this month:

*TRIUMPH Enthusiasts,*

*The 18th Immke Classic Auto Show & Cruise-In is in the history books...and the record books too...*

*If you were not there you missed an awesome show of some the best cars in the mid-west area... thanks to Jeff Brashiers, all the show sponsors and the Arthritis Foundation staff & volunteers.*

*Friday evening's Cruise-In set an attendance record of over 1,100 cars. Saturday's Classic Show AMC Marque set an attendance record of 130 cars, eclipsing the old*

*record of 119 set by MG. Saturday's total audience attendance and total cars entered probably are at or above records but I have not received the final tally.*

*There were about 30 TRIUMPHS with 19 awards presented. CONGRATULATIONS to all the winners including:*

- *TR2 - TR4: Roy & Linda Gay, 1958 TR3A, 1st; **Bruce Clough, 1962 TR4, 2nd;** & Bob Hixson, 1963 TR3B, 3rd.*
- *TR6 Early: John Huddy, 1971 TR6, 1st; Chuck Lane, 1972 TR6, 2nd; & Jim VanOrder, 1969 TR6, 3rd.*
- *TR6 Late: Carl & Elaine Moore, 1976 TR6, 1st; Jim Washburn, 1973 TR6, 2nd; & Donald Swogger, 1973 TR6, 3rd.*
- *Spitfire & GT6: Charles Salyer, 1969 GT6, 1st; Ray Varner, 1976 Spitfire, 2nd; & John Schilling, 1979 Spitfire, 3rd.*
- *TR7 & TR8: **Bruce Clough, 1980 TR7, 1st;** Brenda Fowler, 1980 TR8, 2nd; & Charma Huddy, 1979 TR7, 3rd.*
- *Triumph Modified: Mark & Deb Mortine, 1968 TR250, 1st; Bob Mains, 1973 TR6, 2nd; & **Mike McKiterick, 1975 TR6, 3rd.***

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**TRIUMPH BEST OF SHOW: Gene Osendott, 1973 Stag**

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*A special thanks to Ron Fowler and Doug Braden and to all their helpers for organizing the car layout and judging the field of Triumphs, respectively. A special thanks also for class sponsors including Mike McKiterick of Celtic Sales, Doug Braden of Doug's Parts, Bill Blake for DynaBrite Bulbs, Miami Valley Triumphs and Buckeye Triumphs.*

*Murry ( tired & sun-tinged after 2 days in the sun) Mercier*



*"Hey Annie, I thought You Were Going To Let Me Judge Chassis" – The Sad Story Of Child Labor At The Immke Show...*

Although Murry might be happy with 30 Triumphs I'm not. Wonderful day, great show. fantastic location, worthy cause, and only 30 showed up. Shame folks, let's do better next year! With MVT sponsoring a class I thought more would show up, especially those upstart Spitfire owners that are always yapping at us TR owners that they get no respect...(Of those 30 Triumphs all were TR's except 4). Last comment was made tongue-in-cheek lest Phil Daye come after me with a meat hook!

## Cincinnati British Car Show- Epilogue Number

Five cars, eight brave souls sojourned from MVT to the Cincinnati BCD on 16 July (not counting Jay Kold, Lois and Don Bigler, or Ian Cunningham who were seen on site). The MVT turn-out was low, but the weather was fantastic. Sunny, low 80's, low humidity. We (Bridgett and myself) decided to take the TR7...well, actually it was Bridgett's choice, but since I'm not Late TR Guy her choice was fine with me!

Hats off to the Cincinnati British Car Club for another fine show. 250+ cars, and I'm sure that they'll take credit for the fine weather. The registration line was short, and parking is never a hassle.

Next time I'd like to suggest that we just decide to go park our cars and take our chairs over to the Spitfire section since they have the best shade. We'll designate this area as the "MVT HQ. Sure this is far from the TR4s and TR3s,



View Of The Early TRs From MVT HQ

in fact, one has to look over the new Jags to see the TRs off in the distance, but at least it's right across from the Rolls-Royces, so there are places to hide if need be (not that your DHC is cavernous Barb & Dick, these were all sedans...)



Bridgett Surveys MVT HQ For Rocks And Other Small Things That Dad Can Yell At Her For Grabbing

Now some of you TR folks might cringe over sitting in the Spit area, but you'll get used to it. I've gotten over that whole "Spits ain't TR's" thing, hell, I drive a TR7!

We left before the prizes were awarded. I was going to stay as long as Bridgett stayed awake, and that was almost 2 PM. I figured I wasn't going to win a prize anyway since that Inca Yellow paint can't compete with the metallic TR6 and TR7 paint jobs others were sporting. She slept the entire 1.5 hours on the drive home, including a couple of sunblock stops!

### From the "I don't get no respect" File: Overheard at Cincinnati BCD

"Vote for TR7s, you got to be kidding..." – from a guy walking around doing Participant's Choice voting. Probably owned a car that the nice TR8 next to me would eat for lunch....

## British Car Day Reminder

In case you've just arrived on Planet Earth, the 2000 Dayton BCD is August 5<sup>th</sup> at Eastwood Metropark. All you Wedge-Heads out there – let's show them that we can show up and leak as much oil as a TR3! If you need information just go to the MVT Web Site at

<http://www.miamivalleytriumphs.org/>

or call Dan or Mary Stinson at 937.254.5955.

## Tech Tip Of The Month

We have a couple this month inspired from Wedge work.

### 1. Audio Smadio, this is a British Sports Car

The left speaker (Driver's door) has always buzzed, sign of a busted cone or spider (part of the speaker that keeps the coil from hitting the magnet). I wanted to replace it with a better sounding speaker, but keep it the same size

and at the same time, make it better sounding. The door speakers are 4", and the cheapest better speaker I found on sale from MCM Electronics (Centerville, but the warehouse is in Springboro). \$2.99 each with foam surround and a whizzer cone. Bought two and had them shipped to the house for less than \$10. Beats Radio Shack hands down. Below is a comparison:



The new speaker on the left looks a lot nicer than the original, and sounds better too! I kept the same speaker grills so it looks original, but the highs are better with the new speaker (the whizzer cone helps a bit). Lows are about the same, not much, but that's to be expected (there is a reason you subwoofers are 15" or so). Since the new speaker has a lower resonant frequency the efficiency is lower, so it takes a bit more turning of the volume knob to get the same result, but the radio still has enough power to make it listenable at highway speeds. Installation was easy and the door panels did not have to come off.

I've got a spare amp from the IZUSU, so the next thing to do is figure out where to put a subwoofer in the Wedge!

## 2. Fog Light Connections

For those of you that have a TR7 with a fog lamp switch, but no fog lights, the connection is pretty easy. The wire to the fog lamp (Red w/yellow stripe) is in the wiring harness. All you have to do is to mount the lights and connect the light wire to it. Note that the thick wire from the facia switch goes to the passenger's side. From there a thinner one runs across to the other side. You'll have to attach these together.

Astute wiring diagram readers will note that the car is set up for rear fog lamps. These are red lamps that go under the rear bumper on European cars. I'm going to order a pair from Rimmer Bros. for our car – ought to look neat!

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

*"Thanks Late TR Guy".....*

## BT Events:

August	
10-13	The Roadster Factory summer party – Armagh Pennsylvania
September	
5	Social/Business Event – Need a sponsor
16	Driving Event – Bruce Miles / Bob Mains –Tour of Lake Erie – possibly an overnight event – details TBA
October	
3	Social/Business Event – Need a sponsor
21	Driving Event – Need a sponsor
November	
7	Social/Business Event – Need a sponsor
18	Driving Event – Need a sponsor
December	
5	Social/Business Event – Need a sponsor – Election of new officers

## Buckeye TRIUMPHS REGALIA

Golf Shirts –Outer Banks - 100% Cotton \$35.00  
Style 17434-Solid body color with Collar of contrasting color

Wine, with Navy Blue  
Spruce, with Navy Blue  
White, with Black  
Navy Blue, with Green  
Oatmeal, with Green

Style 17489-Solid body color with a striped Collar  
Spruce, with Blue Stripe  
White, with Black Stripe  
Black, with Red Stripe  
Red, with Blue stripe

T-Shirts - Lt Grey Cotton \$14.00  
BTC Logo - front  
Large Wreath Logo – back

Patch Embroidered Logo \$10.00  
Buckeye TRIUMPHS Logo \$10.00  
– Embroidered on your article

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

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

## Notes from Nelson

*Editor's Note: This month Nelson helps us with a common problem we all face when working in the "Clutch"*

Clutch fork pins:

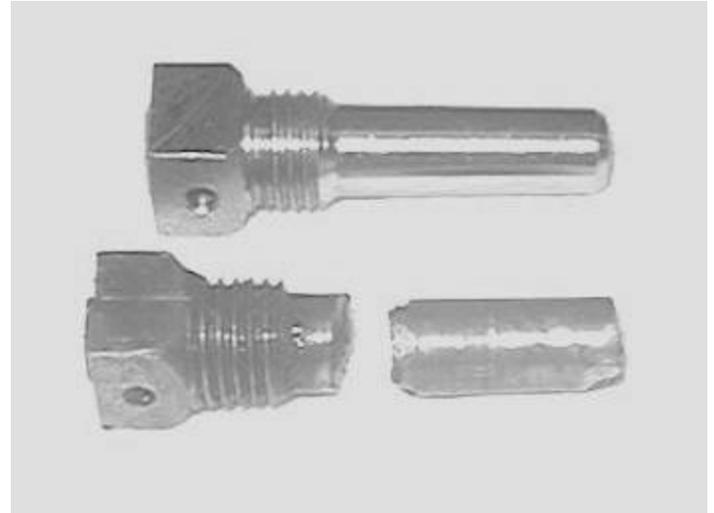
Bruce Miles called recently and asked for any ideas on how to remove a broken clutch fork pin. Ryan had salvaged a transmission with an A type overdrive that he wanted to put in his car. They discovered that the clutch fork pin was broken in both the salvaged transmission and in the one removed from the car. This matches my experience, nearly all of the half dozen transmissions I've owned either had a broken clutch fork pin or I broke it when I tried to remove it.



Clutch fork with pin installed. Photos are of a transmission case that the throw-out bearing and main shaft have been removed for clarity.

The clutch fork pin prevents the clutch fork from rotating on the clutch operating shaft. The end of the pin is tapered and fits into a matching hole in the clutch operating shaft. The top of the pin is threaded and screws into the clutch fork. The pin usually breaks between the threads and the tapered part in the shaft. When the pin breaks the fork is free to rotate about 30 degrees on the shaft but it is impossible to slide the fork off the shaft. I believe there are two reasons the pins break. First, the earlier pins were very brittle. The pins available now are made of a much tougher material and are less prone to breaking. The second cause is that the pins are frequently over tightened causing the tapered part of the

pins to become stuck. The pins then break when removed. I have never had a problem with a pin in a transmission that I had reassembled because I always use a new pin, lubricate the tapered part of the pin and I'm careful to not over tighten the pin.



A new and a broken clutch fork pin.

There are a number of stories on the Internet about people sawing the clutch operating shaft or grinding off the clutch fork, etc just to get the pieces out (one example is at <http://www.vtr.org/maintain/clutch-fork-pin.html>) This method of course requires replacement of the shaft and fork --- money better spent on taking the spouse to dinner.

It is very easy to remove the tapered part of the pin that is stuck in the operating shaft. First, one drills a 1/8 to 3/16 inch hole in the clutch fork directly across from the hole where the pin is inserted. Next, the fork is aligned on the shaft in the same position as if an unbroken pin were in place. Finally, the broken part of the pin is driven out with a pin punch inserted in the drilled hole.



Drilling hole in clutch fork



Driving out remaining piece of pin.

One article on the Internet described how someone "solved" the clutch fork pin problem by drilling an additional hole through the clutch fork and the shaft and putting a bolt in the hole and securing it with a nut. It appeared that a 1/4 or 5/16-inch bolt was used. One problem with this approach is that the fit of a bolt in a hole is not snug and if the pin breaks there will be "play" in this bolt-hole arrangement. The clutch system will not tolerate any give in the linkage from the slave cylinder to the throw-out bearing; there is just no margin for extra movement. A better way might be to use a large roll pin instead of a bolt to maintain a snug fit.

One wanting a backup is understandable; especially when one thinks of the all day job to remove a transmission to replace the clutch fork pin and then reinstall the transmission. However, my experience has been that a pin is not likely to break if it is new and not over tightened.

Next month --- sticky clutches.

## Owner Profile:

Tom & Cyndi Robinson

Spitfire Mk III

The attached photos are of a 1969 Spitfire, Mk. III.



This car was ordered by William Morse (an attorney practicing in Worthington) when he was on a tour of duty in Vietnam. Bill took delivery in Vancouver, B.C. and drove it to Columbus, and did the smartest thing any Triumph owner could do at that time...he got it Ziebarted! He felt he had to sell the car, as he had three young daughters and it was simply impractical as a second car. When we picked it up from his house, all three daughters had to come out and kiss it goodbye before my wife could drive it off. To my knowledge, the car has never been out of Columbus since the trip from Vancouver. We bought it from Bill in June of 1977. It served as our second car for a few years, but did not get many miles on it.



We took the car to Columbus Cadillac (a client of mine) to see about getting a rust spot on the left rocker repaired. The body shop manager was just bringing his son into the business after an apprenticeship at Byers Imports. They told me this would be a good starting project for a new journeyman and should take about two weeks to complete the leading and spot painting. After two weeks, I walked into the body shop and was shocked to find it on blocks without one square inch of paint anywhere on the body! It seems the manager's son knew that you can't spot paint a British import...so, they stripped it clean, leaded the hole and repainted it totally (perfectly matching the color from inside the bonnet and trunk). Even the wires got stripped and repainted with aluminum paint!

Believe it or not, we can get this car (sideways) in a 2 1/2 car garage along with a GMC Envoy and Cadillac Seville (and various tools and a freezer).

It's a great car, but (as is evidenced from our absence from your meetings and events) we seldom drive it. We may sell it in the next year or so (I'm giving Bill the right of first refusal, as I promised him I would in 1977). Actual miles: 42,411 as of August 1, 2000.

Tom & Cyndi Robinson

*Editor's Note: Thanks Tom & Cyndi – We appreciate your write-up.*

## TR6 Electrical Systems

Editor's Note – I found this article on the Internet 6Pack Digest – Though some of you might be interested.

Date: Wed, 28 Jun 2000 20:15:05 -0400  
From: "Dave Brackin" <[dbrackin@charter.net](mailto:dbrackin@charter.net)>  
Subject: RE: I'm back, and the book is finished!

Hi Dan, Congratulations!!! Having worked with you in a previous life I can attest to the accuracy of your work. I'm sure the book is flawless. Put me down for Book No. 1 (Autographed of course).

Dave Brackin

- -----Original Message-----

From: [owner-6pack@autox.team.net](mailto:owner-6pack@autox.team.net)  
[\[mailto:owner-6pack@autox.team.net\]](mailto:owner-6pack@autox.team.net) On  
Behalf Of [DANMAS@aol.com](mailto:DANMAS@aol.com)  
Sent: Wednesday, June 28, 2000 6:01 PM  
To: [triumphs@autox.team.net](mailto:triumphs@autox.team.net);  
[6pack@autox.team.net](mailto:6pack@autox.team.net)  
Subject: I'm back, and the book is finished!

Listers,

As many of you know, I dropped off the list last year to devote major time to writing an electrical repair manual for the TR250/TR6. Well, I'm happy to say it is finally finished! As usual, once I got started, I didn't know when to quit. What I originally envisioned as a 75 - 80 page booklet gradually morphed into the pound and a half monster described below.

I know this list is not intended to be used by commercial vendors to advertise, but I'm not really a "commercial vendor," and I am only making the book available to list members at the present. Other than this list, I have no way of letting you know it's available, as I am not advertising anywhere else yet, so please accept my apology for the blatant commercial!

About the book:

The title is "Triumph TR250 - TR6 Electrical Maintenance Handbook." It has 200 pages, 34 chapters, 223 diagrams, 49 photographs, 43 troubleshooting flow charts, and 8 large scale (11" X 17"), complete foldout schematics. It is printed on a laser printer (each book is an original - no copies) at 1200 DPI, on 24 pound, super white paper, for crisp legibility. It is bound with a plastic comb binder so it will lay flat on your workbench, and has clear plastic covers, front and rear.

Contents:

### GENERAL PRINCIPLES AND PROCEDURES:

1. Introduction
2. General Procedures
3. Bad Connections and Grounds
4. Alternator Operation

5. Batteries and Battery Charging
6. Dwell vs Point Gap
7. Fuses
8. Ignition Theory
9. Switches, Relays, and Solenoids
10. Wiring Harness Repair

### SPECIFIC MAINTENANCE AND TROUBLESHOOTING

11. Anti Run-on Valves
12. Brake and Back-up Lights
13. Charging Circuit
14. Courtesy Lights
15. Gauges
16. Headlights
17. Heater Fan Motor
18. Horn Circuit
19. Horn Repairing/Rebuilding
20. Ignition System
21. Oil, Brake, and EGR lamps
22. Overdrive
23. Power Distribution
24. Seat Belt Interlocks
25. Starter
26. Turn Signals & Hazard Flasher
27. Windshield Wipers & Washer

### UPGRADES AND MODIFICATIONS

28. Air Horns
29. Alarm Systems
30. Alternator Upgrades
31. Ballast Resister Bypass
32. Electric Cooling Fan
33. Electric Fuel Pump
34. Fog & Driving Lights

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B7 75 TR6 Schematic

B8 76 TR6 Schematic

Price:

As much as I hate to, I must charge \$25 for it (plus \$3.70 for postage and packing -- \$3.20 for the stamp, and \$0.50 for the mailer). It is VERY expensive to produce books in small quantities. I tried commercial publishers, but either

the quality was extremely poor, or the cost was simply prohibitive. Postage and packing to most European countries is \$10.70. \$14.25 to Australia, and \$6.16 to Canada. For other countries, the book and packing weighs 1 pound, 8.8 ounces, so check with your post office. Those prices are for 5 - 10 day air mail. For 4 - 6 week surface mail, the prices are \$6.78 to Europe and Australia, and \$4.20 to Canada. If you want more than one copy (clubs, etc), up to five can be shipped for \$5, if you can wait 2 - 10 days for delivery. Ask for pricing and discounts on orders for more than five books.

To order, send check or money order, in US dollars, to:

Dan Masters,  
PO Box 6430,  
Maryville, TN 37802-6430

By the end of this week, I will have 100 copies ready, and I can print and bind about 10 - 15 per day after that. Under duress, and under protest, I can do as many as 20 - 25 per day (it takes 25 minutes just to print each book!) Please be patient with me, as this is a one-man operation. (I spent five hours yesterday, just folding the schematic diagrams - 800 for the first 100 books!) If I get more orders than I think I will, it may be a few days before I can fill your order. My goal is to have the book out the door within two working days after I receive your order, but that is based on not having many orders. If I'm lucky, and the book is successful, it will take longer.

Guarantee:

As much as I would like to, I cannot say with 100% certainty that the book doesn't contain errors—given the nature of the problem, that is not possible. Two Triumphs, just a few numbers apart off the line, may have several differences in the wiring, and, after all these years, it is very difficult to find truly original examples. I can say, however, that any errors in the book are minor in nature, and the supporting material will provide sufficient guidance that the errors will not be a real problem. About 80% of the material comes from personal knowledge, about 15% from conversations with other owners, and about 5% from published documentation and plain old guess work.

Nevertheless, I do guarantee your complete satisfaction. If you are not happy with the book, for any reason, return it within 2 weeks, in resalable condition, and I will refund your money, minus shipping, no questions asked.

If this book is successful, I will follow up with a second volume for the TR2 - - TR4A, and maybe a later volume for the Spitfire and GT6.

Thank you, and sorry for the commercialism. It's good to be back on the list again (digest version for a while, as I work to fill orders).

Dan Masters,  
Alcoa, TN

## TRF Schedule of Events

Thursday, August 10	
3:00 PM to 8:00 PM	Registration along Killen Road in Armagh
Friday, August 11	
8:00 AM to 8:00 PM	Registration along Killen Road in Armagh
8:00 AM	Food concessions open and will remain open throughout the day and evening
8:00 AM to 9:00 PM	TRF Parts Sale Display open in TRF Showroom Please note extended shopping hours for those who were busy at other activities during the day
9:00 AM to 6:00 P.M	Flea Market open on TRF Polo Field
11:00 AM to 5:00 PM	Drag Racing at Keystone Raceway Park in New Alexandria
6:00 PM	Valve Cover Racing, site to be announced
Saturday, August 12, 2000	
6:00 AM	Steve Thornton's Early Morning Run. Bring your running shoes and join Steve and friends for a fun run on the Ghost Town Trail near TRF. Four to six easy miles to finish in time for other events. Meet at the Ghost Town Trail
8:00 AM to 3:00 PM	Registration along Killen Road in Armagh
8:00 AM to 8:59 AM	T.S.D. Rallye Registration with first car off at 9:00 AM Meet outside TRF Showroom
8:00 AM	Food Concession opens
8:00 AM to 9:00 PM	TRF Parts Sale Display open in TRF Showroom Please note extended shopping hours for those who were busy at other activities during the day.
9:00 AM to 6:00 PM	Flea Market open on TRF Polo Field.
8:30 AM to 10:30 AM	Autocross Tech Session, site to be announced.
10:00 AM to 4:00 PM	Autocross, site to be announced.
11:00 AM to 5:00 PM	Gymkhana, site to announced
6:00 PM until ???	Mountain Road Tour
???	Charles Runyan's Pig Roast By The Lake
9:00 PM	Live music on the TRF Festival Stage.
10:00 PM	Fireworks by Zambelli Internationale.
Sunday, August 13, 2000	

10:00 AM to 12:00 Noon	Registration for the Concours d'Elegance at S & T Bank parking lot at Eighth and Philadelphia Streets in Indiana, PA for non-registered participants. If you have pre-registered, you will be given your car number at Registration when you arrive in Armagh. In either case, enter Philadelphia and Ninth Streets.
3:30 PM	Awards Ceremony

**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](mailto:Braden.13@OSU.edu)  
<http://www.triumphparts.com>

## Classifieds:

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

### FOR SALE

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

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

### FUN CAR



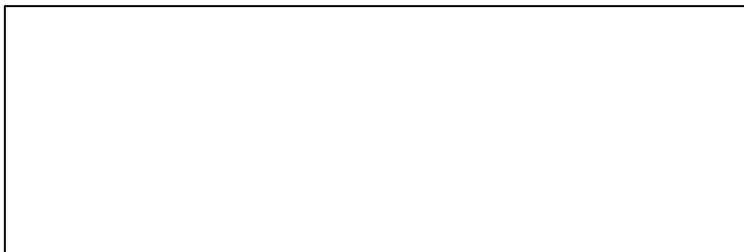
Classic 1973 Triumph Spitfire, Four Speed, Convertible top with zip out back window. Mechanically Sound, Good Body, New Tires, AM/FM Cassette \$3,500  
Dave & Sharon Hutchinson 740-499-3665

Buckeye Triumphs – August 2000

Don't forget to visit us at

[www.nextek.net/BuckeyeTriumphs](http://www.nextek.net/BuckeyeTriumphs)

**Buckeye Triumph Club**  
**P.O. Box 584**  
**Lithopolis, OH 43136-0584**



**Buckeye Triumphs Newsletter – August 2000**

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**BT Social / Business Event**

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**TRF Summer Party – August 10<sup>th</sup> through the 13<sup>th</sup>**

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**BT Driving Event**

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**August 19<sup>th</sup> -**

See inside for details...