



Buckeye Triumphs Newsletter

Visit us at:

<http://www.BuckeyeTriumphs.org>

(and get your newsletter in COLOR)

Your Name: «FirstNames» «LastName»
 «Address»
 «City», «StateProvince» «Zip»
 «Last_Paid»
 E-mail: «EMail»

Please let me know of updates by calling
 Bruce or Ryan Miles 740-587-4179 or bmiles@intinfo.com

February BT Business / Social Meeting

Due to scheduling issues, the monthly **BT Business/Social Meeting is being moved to the second Tuesday, which is February 12th**. It will be at **Pizzeria Uno, 2374 Dublin-Granville (Rt. 161)** just west of Cleveland Ave. (on the north side of the street). As usual, the meeting will begin promptly at **6:30-ish PM**. Come hungry, Uno's is famous for their special pizzas and subs. For those folks who are still sticking to their new year's resolutions to loose weight, Uno's also has great salads and light beer.

Please **RSVP by Friday, February 8th to John Huddy at 614-846-2321 or e-mail him at jhuddy@columbus.rr.com**.

Please come to the meeting prepared to discuss our calendar of events for the balance of the year. Also, consider *volunteering* to sponsor a meeting, tour, rally or workshop. Come join us for a great evening.

BT Technical Event

Brake Tech Session --- February 23rd in Nelson's workshop. The session will start at 9:30 AM, but one can show up anytime (after). This is a good excuse for a cholesterol busting breakfast so Nelson says he'll be taking breakfast at The Aladdin on the north side of Main Street in Granville between 8:30 and 9:30 AM. Those who get lost easily can also meet there for the 10-minute drive to Nelson's (86 Llanberis Drive). The major components of Nelson's '70 TR6 brake system will be available for overhaul. Everyone is invited to bring their own brake components for inspection, overhaul or sympathy. Please limit yourself to components that can be carried by one person. (Yes, your spitfire will fit in the workshop, but it must be rotated 90 digress so it will slide in the door.) Also, bring your own overhaul kits.

Let Nelson know if you're coming so Marianne with have a headcount (740 587-2509 or nriedel@nextek.net). With any luck she'll be able to serve venison --- she's hunting the ones that have decimated her ivy and are now onto her rhododendrons & azaleas.

ANNUAL DUES - MEMBERSHIP RENEWALS 2002

Current member's calendar year 2002 Membership Renewal Dues are payable by January 31, 2002. Please submit your check for \$20.00, payable to Buckeye TRIUMPHS and mail to Buckeye Triumphs c/o:

Jim VanOrder, 9023 Concord Rd. - Johnstown, Ohio 43031.

Please include any updates, address changes, car info etc., for our database. PLEASE NOTE: IF you joined the club after July 1, 2001 then your Renewal Dues are only \$10.00 for your first renewal. Your last pay date is listed with your name and address. (if you received the newsletter in the mail)

Editor's Corner

I believe that the Holiday Party was quite a success. I know that I bothered just about all of you during the week preceding the event to see if we could get even more to attend. Nice to talk to all of you, so sorry that many of us had conflicts. Here is a picture:



The food was good, but the fellowship was better. It was nice to get out and see everyone during the "off season".

My first order of "BT" business in the new year is to be sure that you all know who the "lick and stick" person is that makes this newsletter happen! During the Holiday party everyone is saying one thing or the other about the newsletter and I feel I have not let you all know what my wife Kim contributes to this publication. You won't see her much during the Summer (her passion is Sailing) but it has been fun to have her attend for some of the late season BT activities. **Thank you, Kim -- for your help and support!**

Ryan and I were out terrorizing the neighborhood last weekend when the weather was in the 60's and we had a

blast. I knew he needed a TR driving "fix" – it did him a world of good.

Ryan competed in some scholarship interviews at Ohio Northern last weekend. We won't hear for a couple of weeks about how he did. (I sense a bad case of "senioritis" in the very near future as Spring approaches).

Ryan is getting down to business on his 250 – in fact the parts for the project are to be considered his "graduation gift" – so we are helping fund the parts arriving daily. He went down to see Nelson last week and they disassembled his transmission and overdrive to check things out. I think the way he described it was "large fist size balls of metal shavings" – Nelson says it will make for a good tech article for next month's newsletter under the subject "Ryan's Folly" (I don't think that Ryan liked that title)

Please do not forget to send in your dues payment by next month. I have converted the membership list to an Access database last month and hope to do a better job of tracking everyone's member information. I appreciate the data sheets that many of you returned with your dues payment – it helps us to keep an accurate record of all club members.

I will have reports available for distribution at the meeting on the 12th. **Speaking of the meeting on the 12th:** We need you folks now more than ever! If you have ideas for driving events for the year or you wish to participate in some of the planning for the TRials event in September, please let us know. I know that I really enjoy the driving events (and I plan on hosting 1 or 2) but I'm sure that many of you have "favorite roads" or destinations that you would like to share with the club.

The www.buckeyetriumphs.org site will soon include links to the TRials activities – be sure to keep an eye on them. For those of you who do not have internet access, I'm always just a phone call away @ 740-587-4179.

I hope to see you on the 12th!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – February 25th, 2002

January Holiday Party / Meeting Minutes

Minutes of the "meeting" of the Buckeye Triumphs on Jan. 19, 2002

We had a wonderful event at the Granville Inn when we met on January 19th for our annual holiday party. There were nearly 50 of us in attendance. The food was great and the service was excellent. The large room at the Inn was really nice, too--we had plenty of room to walk around and talk and a screen for Bruce to display all of the pictures from the events of the past year, flashing on the screen throughout the event. It is nice to get together like this once a year and really "do it up special" as Mom used to say!! We all had fun at the gift exchange, too. Jim thinks it would be a good idea to open the gifts a little more slowly so that we can all see what each of us got. All in all, a really successful time. Thanks Bruce!!

At the party, the club "President's Award" was given to a very deserving Nelson Riedel for all the really helpful workshops he has done and the great work on the website. He has been and will continue to be one of the great assets of our club and a really good friend. Thanks, Nelson!! Thanks was given to both Nelson and Bruce for the website improvements--the calendar is really helpful.

During the rest of the short meeting it was mentioned that if you have questions about the TRA Nationals, June 12-14th in Wadsworth, please ask Bruce Clough. It was also stressed again by Bob Mains that we really need help with the 6-Pack Trials, Sept. 27-29, 2002. If you can help in any way, please contact the people listed in last month's newsletter.

Our next meeting will be held at a restaurant somewhere in Columbus--most likely this information will be elsewhere in this newsletter. Again, we have a wonderful group of people and we would welcome any new members. Just e-mail any of us if you have questions!!

Respectfully submitted, Margo Washburn, Secretary

President's Corner

February, 2002

Thanks to all of you that attended our Holiday Party; let the folks who could not come know what they missed and why they should make plans for attending next year. (Rumors are that Buckeye TRIUMPHS may try "The Buckeye Hall of Fame" next year.)

I know Bruce Miles deserves a special "thank you" and another round of applause for doing it all in a Grand Granville way.

The 'Grand Affaire' started with rounds of questions and introductions as we tried to guess who we 'were' from the tags on our backs and then to remember who we were greeting from the tags on the front. The dinner was enjoyable and dinner conversations as well. The gift exchange was a success; I now have a flashlight that could pass for a coal miner's lamp. I'll be able drive with both hands when the Lucas lights go from flicker to off.

The evening offered an opportunity to formally introduce the 2002 slate of officers and recognize some key contributors to a Grand 2001. Thanks, and more thanks, for a great 2001!

A well-deserved recognition for the Buckeye TRIUMPHS web site and web content was bestowed upon Nelson Riedel, the 2002 Presidents Award recipient. Our BT presence is seen around and Nelson's web management and technical contributions are becoming legendary. 'Bestowed' may be appropriate for our Knightly Web Master but he would have 'received' the actual framed award –suitable for hanging in a prominent place, if your President had remembered to pick it up as he stepped around it in his haste to be on time in Granville. So, I'll ask Bruce to help us with a photo of the Master and the Award in our next newsletter.

We are getting ready for another great Triumph season and some more terrific events. Our activities need YOU to make them truly OUTSTANDING; beginning with the February social meeting that has been moved to the SECOND

Tuesday this month. Look for the details and please 'Come on Down' as we begin to focus on the club's 2002 activities and those event coordinators that are TBD at this point.

I look forward to seeing more of each of you as we enjoy a great year in our Triumphs.

Bob Mains bob.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: <http://www.BuckeyeTriumphs.org>

Our current crop of Buckeye Triumphs Officers include:

President: Robert Mains (614) 890-7767 bob.mains@ode.state.oh.us	Vice President: Murry Mercier 614-888-0838 TRsixer@yahoo.com
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@core.com	Events: John Huddy (614) 846-2321 jhuddy@columbus.rr.com
Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@intinfo.com	Secretary: Margo Washburn 614-882-5219 jimbo165@earthlink.net

Technical Consultants:

TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or

John Huddy 614-846-2321 email: jhuddy@columbus.rr.com

TR-4's: John Thomas 614-855-4175 or Bruce Clough 937-376-9946

clough@erinet.com

TR250, TR-6: Robert Mains 614-890-7767 bob.mains@ode.state.oh.us or

Jim VanOrder 740-967-2110 vanordergj@core.com

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

TR-7 & 8's: Ron Fowler 614-833-6885 tr8@msn.com

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

**A Chronicle of Triumph:
how I became addicted**

Editor's note: Ryan is back with us this month. (... and he has been driving his six during the nice weather -- sure to help the Winter blahs...)

Well it has been another busy month here at the Miles salvage yard...no I haven't been adding to the pile, I bought a sawzall and I am thinning the pack. I am cutting the body off of one of the tr250's and the other may be headed for ebay. I'm tired of Nelson referring to my yard as "a little piece of West Virginia". (Editor's Note – Amen)

Along with my salvage operation I have also been working on my TR250 and installing an engine in a fellow BT member's TR6. It has taken longer than I expected as we have had trouble getting unique parts (ie. Radiator hoses etc.), but we took the car for a spin earlier this week and everything seems to be running good. Dad and I managed to take advantage of the warm weather; we got both the TR6's out and went for a couple good rides while the roads were dry and salt free. I forgot how much fun the TR is to drive, it makes my '89 Pathfinder feel like a real dog. I felt a

little bad that I had not completed any of my TR6 winter projects, at least until I was out cruising and then it didn't seem to matter as much anymore. I can't wait for summer!

There has also been some significant progress on my TR250. I disassembled the engine, as well as the transmission/OD, and I am now getting ready to order most of the parts I need to get a rolling chassis. I have talked with some performance guru's and here is a list of some of the stuff that will be hidden beneath the skin of my stock looking 250.

- Up rated suspension bushings (eurothane or nylatron)
- Carrera shocks on all four corners
- Engine block modified for cam bearings and bored .020"
- Good Parts Gp3 cam
- 1.55 Roller Rockers
- Ported Head
- Triple ZS Carbs
- And most likely a 4.3:1 rear end to compliment my overdrive ☺

Ryan rjhmile@yahoo.com

Notes from Nelson:

Website Link List: One of the problems with the information explosion for those of advancing years is that one often saves information but forgets where they saved it. That problem is solved for **Favorites** or **Bookmarks** relating to Triumphs--- I keep them on the website **Link** list. Suggest you all use it as your first step of any Internet TR related search. Also, your input is important --- please inform the Webmaster (lower button on left) of any link that no longer works and of any link you think should be added to the list.

Website Statistics: I was really anxious to get the statistics for the whole month of December. Thought about saving them the afternoon of the 31st but decided to wait to get the last few hits from some poor souls that surf TR websites on New Years Eve --- talk about getting a life! Checked the next morning and found that the month rolled over and statistics were being collected for January, but no trace of the December statistics. When the head programmer at Sunspothosting, showed up later in the day to mooch pork & sauerkraut I suggested that next month he change the program sequence to save the data and then erase the log. He suggested that in the future maybe I should do my own programming. Damn kid has his mother's sense of humor (none)!

I've made several reminders to download the data myself on the last day of the month just in case So, you should be able to see statistics for the month of January on the website in early February --- click the **Statistics** button on the navigation bar on left side.

The carb project: The carb project discussed last month has been shelved until warmer weather because it is too cold to make test runs. A new set of needles have been secured that should run richer at the higher RPM. The needles will probably have to be custom shaped to optimize performance. As soon as spring comes

Churchill Tools & Neat Website: One of the challenges of many TR maintenance operations is the requirement for special tools mentioned in the maintenance procedures. The other day Jay Holekamp sent an excellent reproduction of the V. L. Churchill & Company Limited catalogue of Service Tools and Equipments for Triumphs. The catalog is dated September 1967 and covers through the Spitfire III, GT6 and TR4A.

The type of tool I seem to need most frequently is the extractor. It's especially difficult to design the extractor without first looking at the extractee. That means it must be extracted first --- but then you no longer need the extractor -- the old chicken and egg problem. As I was finishing documenting my bent wire substitute for the Churchill L401A tool used on the J OD unit discussed next I recalled the diagram on Trevor Boicey's neat website (<http://www.brit.ca/~tboicey/>) that is reproduced below with Trevor's permission. (His site is also listed on the BT Website Links page.) The L401A is the first tool shown.



The J Type OD Project: Recall that last month I took Marianne on a vacation to Florida so that we could pick up a '76 TR6 gearbox with J type OD. (I didn't explain it quite that way to her --- it was more like --- you need a little vacation. However, sneaking anything by her is about as easy as sneaking sunrise past a rooster.) The gearbox had some missing parts and the OD had been disassembled and then put back together without gaskets, etc. So there was risk in the purchase and the price was appropriately relatively low.

The OD has been completely disassembled and everything was found in order and no noticeable wear. The 14 O-rings and rear seal were replaced and the unit reassembled.

The gearbox was a bit more of a project since the main countershaft gear (with reverse and first gears) and the reverse idler gears were missing. I was able to contact one owner back the chain and he said those gears had all the teeth chewed off and were sent off to secure replacements that apparently never arrived. All the other gears were in fine shape. Ryan had a spare '74 gearbox

that he gave me for parts. The gearbox also showed little wear, the synchros were well within spec. It was decided to replace all the bearings because of the forces that were likely involved when the gears were chewed up and of course, replaced the front seal.

The surprise came when the top cover was examined. One prong of the 3rd/4th gear shifter fork was bent toward the rear. The fork would have had one prong in the selector slot the other prong behind the selector slot. And then the shifter --- wow! See photo. The top one is a standard TR6 shifter. The bottom one from this gearbox is obviously the worse for wear. Talk about droopy



When the top cover was disassembled, signs that the 3rd/4th selector shaft been forced past the interlock were found. I suspect that someone tried to force the gearbox into reverse while it was still locked in 3rd or 4th either through the incorrectly set selector or the bent fork prong. It then went to work chewing up the reverse gear teeth.

Got everything together, attached the OD and fired it up on the test stand. WOW - that is the smoothest running and quietest gearbox I've ever seen.

Next I took a battery to the workshop and energized the solenoid ---- it shifted into OD. Wow again! I had documented the entire process of overhauling the J OD with the intention of augmenting the current website articles on the gearbox and A type OD. I had been writing and taking pictures as I progressed so drafts were completed with the work. The last part was intended to be testing and troubleshooting. But, what was I to say --- it worked first time.

Just to be sure I made a pressure gauge adaptor (another Churchill tool wanabe) and measured the hydraulic pressure. It measured 460 psi, at the top end of the specified range --- great! I then shut off the drive with the solenoid still operated and found it held at about 180 psi --- again great! Next I measured the residual pressure specified to be about 20 psi. The gauge said zero. Impossible ---- if it was really zero, it wouldn't have the pressure to operate the dashpot to operate the valve to operate the pistons to operate the clutch (the leg

bone is connected to the knee bone is connected to the thigh bone) Great --- have some troubleshooting so will be able to say something in Part IV.

The natural reaction was to pull the sump cover off and then the dashpot plug to get at the dashpot and little residual pressure spring. However, reviewing the data above it seemed that there had to be some residual pressure to make the thing work. Looked at that gauge carefully and noted that there are 5 20psi marks between every 100 pound increment except between 0 and 100 psi where there are only 4. Maybe they're telling me the gauge isn't accurate at very low pressure. This particular gauge is guaranteed to be within a few percent at mid scale but no guarantee at the lowest part of the scale. Looked around a found a 0 to 160 psi gauge on an air regulator. Screwed that puppy in and found the residual pressure to be about 30 psi on that gauge. After the unit had warmed up after spinning for about a half hour the pressure dropped to about 20 psi --exactly as per spec. So, everything is right with the unit. During this process I realized that there are a number of measurements I should make relating to the speed of switching and change in pressure when the unit is stopped with the solenoid operated, the effects of rpm and temperature on the pressure, etc. So, no problem with making measurements and developing trouble shooting procedures for that last section.

The next challenge will be to sneak something home to slip under the OD.

Brakes, the next frontier: Most TRs have no need for brakes to stop them, as they must first get moving. Also, a piece of 2X4 or a rock make excellent park brakes if one is worried about the thing moving on the flat tires. However there comes a time with most of us that the thing has the potential to actually move, sometimes even under it's own power.

It's too cold to work outside so I decided to refurbish the brake system for my '70 (the pile of parts). Part of the motivation is to document the process so that some of the misinformation I see on the email lists can be corrected. Maybe I'll have something on the subject next month.

The current plan is to hold a brake tech session in my workshop on February 23rd. See details elsewhere. That session should provide good examples for the brake documentation.

How fortunate we are: I volunteer to teach technicians how to repair medical equipment in the third world. International Aid of Spring Lake Michigan operates the program in Ghana, The Philippines and Kosovo and previously in India. The students attend the program for two one-month sessions per year over three years for a total of six months training. The training consists of basic electronics combined with specific training on how to maintain various specific medical equipment ranging from sterilizers to endoscopes (ouch!) to X-Ray and ultrasound equipment. I've helped in the program in India and just returned from my second visit to Ghana in West Africa. Thought I might pass on a few observations.

Ghana, located just north of the equator on the west coast of Africa is the former British colony of Gold Coast. It has the unfortunate distinction of being one of the major disembarking points for slaves that came to the US. The natives speak several local dialects but the common language is English. In contrast, neighbors Togo and Ivory Coast are former French colonies and the common language is French.

Africa has a reputation for violence against both the locals and Europeans. That is not the case in Ghana. The people are very friendly to one another and especially to strangers. I stayed on an additional week after the teaching was finished to visit some of the interior. It was pretty clear from the reaction of the children that gray bearded white guys are an unusual sight. Many of the adults asked if I was German --- must be the beard.

I hired a car and driver for the trip to the interior. We drove about 300 miles inland from the coast on a paved two-lane road, the main highway. I was left with two significant impressions from this part of the trip. First, a Ghanaian never replaces any part of a vehicle that has any remaining life. A corollary of this is that any vehicle repair can be and usually is made along or in the middle of the highway. For example, it is normal to change truck tires on rims along the highway using bars and big hammers. Complete suspension and transmission rebuilds are also common.



The second impression is that the African feels it is impossible to overload any vehicle. The result is that many are loaded so high they become unstable so when the driver comes upon a large hole in the road surface he faces the

choice of swerving and upsetting or driving into the hole and breaking the suspension; the roadway is littered with examples of both. We followed the bus in the photo for a half hour or so. Notice the list to starboard. It traveled down the road going slightly sideways as if it was making a shallow left turn; apparently the rear axel was installed slightly crooked after some previous repair. On second thought --- it's a Renault ----- maybe the list and crabbing are standard features.

The African truck driver prefers to drive at night when it is cooler and there is less traffic. However, unlike his US, counterpart, he uses the highway as parking lot during the day, which of course causes traffic jams since one lane of the two lane road is blocked by the vehicle. The driver will sleep under the trailer, as it is much cooler than the cab --- some wrapped in blanket on the pavement and the more fortunate on a lawn chaise. This presents another source of surprises in the evening fog as many drivers prefer to park in the middle of the road just beyond a curve. Oh --- I referred to the drivers as men, which virtually all are. One sees an occasional woman driving an auto in the cities but never a large vehicle --- more about women later.

I didn't see any TRs. There are quite a few old Land Rovers; many used by the police. **Speaking of the police:** there are frequent police/customs checkpoints with barricades along the highway. Our car was always waved through except once on the way back to the coast. There seemed to be a higher-ranking official that time and he seemed to be giving the driver a rough time. After some time the driver got back in the car. He told me the policeman wanted money so he gave the policeman a 5,000 cedi note. The cedi is the Ghanaian monetary unit with one USD worth 7200 cedis. I noticed that when we went through the rural villages the local policemen nearly always motioned the driver to stop and he never did. I asked the driver about that after this stop on the main highway. The driver said those local cops wanted money too, but they didn't have cars so they couldn't catch him so why stop. I asked --- "don't they get mad at you?" He said "not really". They know it is stupid to stop and they have no respect for stupidity ---- a different point of view.

My favorite spot this visit was the Boaeng-Fiema monkey sanctuary. The sanctuary is composed of about 5 square kilometers of virgin forest surrounding two villages. There are two types of monkeys in the sanctuary, about 800 of the Mona monkeys and 500 of the Black & White monkeys. The villagers believe that these monkeys are sacred --- some believe that they are their ancestors. (At first thought that might appear ridiculous, however, most of us can think of at least one of the spouse's relatives that lend credence to the concept.)

The monkeys are free to roam through the village and, since there are no door or window screens, through the houses. The Mona monkeys eat the same food as people and steal any morsel left unsecured. I used a banana to strike up a friendship with the little fellow in the next photo (the same concept as with jewelry & women).



And when I got in the car to leave, he wanted to come along to the US ---- the land of the big banana ---as shown in the next photo. (Again, the same concept ...)



The Black & White monkeys eat only the forest leaves so it's a little harder to strike up a relationship (bribe them). They allow one to get within 10 meters or so when they're on the ground and maybe half that when they're in the trees. One monkey urinated from the overhead trees as I was passing under --- just missed. I took a number of photos of the Black

& White monkeys but after that one tried to pee on me I got mad --- no photo of them in the newsletter.

Poisonous snakes are very common in the forest. According to my forest guide, the black cobra, the black mamba and a vine snake all inhabit this forest. The guide said the vine snake that I suspect is a type of viper is the most lethal --- if bitten by one of those, you likely won't make it to the hospital. After this discussion I found it difficult to watch for snakes on the path while avoiding peeing monkeys in the trees.

The guide said that in the once in a while in the past a monkey died from snakebite. Pigs have been introduced to the forest floor and have killed most of the venomous snakes so that monkey snakebites are now rare. The snakes can't hurt the pigs but my driver commented that a scorpion sting would kill a pig. It's just like taxes, if the feds don't get you the state will...

A word about the plight of the women ---- things are changing. In the cities women are taking on more jobs that are thinking oriented rather than labor oriented. However, in the countryside they have it pretty hard. In the villages of the monkey sanctuary it was common to see men setting around talking and playing checkers and the boys playing soccer. The women and girls were always busy working in the fields, forests or home. On the road it was not uncommon to see a man and woman together, the woman walking along with a huge bundle on her head and the man carrying nothing, sometimes riding alongside on a bicycle. This time as on the previous trip I say no beasts of burden such as donkeys. A thought from that previous trip --- a woman is probably cheaper than a donkey and, there are some things that a donkey won't do.

Serenity: I later stayed a couple nights in a guesthouse in the middle of a large tract of virgin rain forest of the National Butterfly Sanctuary. This place was very quiet and relaxing. It was even cold at night. There was no power, traffic, and distractions. Walks through the forest were very conducive to reflection, especially after one forgets about the snakes.

The place was really inexpensive, 40,000 cedis (< \$6) per night with meals costing 10,000 cedis (<\$1.50) each. This was however fairly high class by local standards since the minimum wage and typical wage for labor is 10,000 cedis per day. The room was nice and clean, a clean (cold water) shower, electrical power from the generator for a couple hours in the evening (charge the computer batteries) and plenty of candles & matches. Breakfast was neat with (small) fried eggs, toast, coffee and plenty of fresh bananas, mangos & oranges. The first evening dinner was less inviting ---- gruel of ground up vegetables and steamed rice. The driver consulted the cook the next afternoon and found the menu was to be vegetable soup (watery gruel) and rice. He said he needed protein so he drove to neighboring village and purchased a chicken --- a **Ghanaian forest chicken** for the cook to add to the menu. I was really anticipating by the time dinner was served. What a surprise ---- to think of **that chicken** as meat is like thinking

of Twigg as voluptuous. The cook prepared the bird using local spices (the kind the fire breathing dragons chew on). I selected a drumstick and found a bit of flesh under the thin skin --- but it was stuck to the bone --- and tough --- like chewing a spicy tire. The energy expended to chew that sucker exceeded the energy obtained from that being consumed. No wonder the locals are so slender.

The driver took every opportunity to purchase inexpensive local produce to haul back to the city. Soon the yams, cassava, pineapples, palm nuts, coconuts, etc in the trunk necessitated that the luggage be moved to the back seat. I wouldn't be surprised if he had a goat back there too. At one stop along the way back he purchased some more forest chickens --- the next photo is looking behind the driver's back and out the side window at a selection of cooked forest chickens offered by a vendor. Note that the entire bird (sans feathers) is provided.



A joy forever: During a quiet walk through the forest I got to thinking about the many TR projects waiting at home. Then I got to thinking about why I enjoy working on the TRs. I come to the realization that my joy comes from planning and doing the work. The joy of a completed project is short lived and I become depressed if I'm not off on another TR project. It is especially depressing if the spouse catches me with clean hands --- that happened twice last summer and led to 25 gallons of house stain the first time and some 30 squares of roof shingles the second.

I think it is that desire to always have a project in process and the fear of not having the new project once the current project is finished that leads some to buy the second or even third TR. However, further reflection brought the realization that

just one TR will provide continual projects. If one mistakenly thinks they have their TR in perfect condition, all they need do is look at the puddle of fluid underneath. If there is no puddle, it must be parked on sand. (We wouldn't be so paranoid about the leaking fluids if we just strived to make the cars like new. I understand that so much oil leaked from new TRs in the factory that the factory site is now being considered for oil exploration.)

The crux of this is that it is impossible for one to run out of projects with only one TR --- **joy in perpetuity**. However, one should not take this as a suggestion that a second TR isn't of value; especially if one wants to have some hope of attending more than one or two BT driving events per year in a running TR.

I made the mistake of discussing the above observations with a **career woman**. She commented that the desire to be always working on a project is also common with many women --- that is why they marry. She said a man provides a **challenge in perpetuity** to any woman striving for perfection. She continued the analogy with the suggestion that a woman who needs work to be done reliably by a man would be well advised to get more than one. Her smile at that statement indicated that she was really proud of herself. I didn't think there was anything to smile about! GRRRRR!

From time to time I save something for the Triumph list for future inclusion in these notes. **The following seems to fit here:**

*My wife has such a sense of humor. I told her the TR was making a funny noise. She replied, "The only noises that car makes are "Expensive"
Don't get me wrong. We both enjoy working on the TR. Why, just last week I cleaned the oil pan on the car, and she cleaned the oil pan under the car.*

Nelson Riedel -- nriedel@nextek.net

Late TR Guy

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



Sound To Sooth A TR Soul

I like music. Ask Alice. We have stacks of records, cassettes, CD's and even 8-Tracks sitting around the house. Everything from punk to modern Russian composers to Bluegrass Gospel - if its recorded I might hear it. I've even been known to listen to Tibetan Monk Chants! I'm always bringing new finds home. So is it any wonder that when I brought the TR8 home without a radio that I started planning on adding sound?

As with any acquisition, I had a few requirements.

- Keep it under \$200. Let's face it, why put a \$1000 unit in a car that can't really be secured, and that will cost a lot more than that to fix damage burglars do (just a good top installation can run \$600+ by itself). Why tempt fate?
- Have to operate while looking at the road. This means that I can't be looking down at the unit trying to figure out which button to push. Neighbor was killed in High School when fiddling with his 8-Track player. Never forgot that, neither did that tree.
- Easy installation. You have to take the bottom part of the dash apart anyway, why have to do more? I don't want to have to rip out the entire car interior to put it in.
- Can't Result In Huge Modifications Of Car Structure. Likewise, I don't want to have to put in a thousand drill holes and long body metal cuts. I'd like to keep the car close to original so I can put it back (yeah, like pigs will fly too...) someday.
- Has to be heard at speed. V8 engine, low restriction air filters, low restriction exhausts, open cockpit. Noisy environment. The unit has to be powerful/efficient enough to make music at 70 mph.

Now, I was tempted to put in an 8-Track unit. Then I could play all my magnificent 8-Tracks while cruising. However, the angel of reality beat me over the head with a 2x4 and I decided to go with a cassette/CD changer set-up of an in-

dash Cassette Receiver with CD Changer control capability and a separate changer.

Receiver

Just as I made up my mind I realized that I actually had more choices available. If I went with a CD Changer that worked through the FM radio I could use units that I had in the garage. The “cheap-cheap” light was flashing in my head, thinking of all the used cassettes an 8-Tracks I could by with the money I save. Choices? Yes – a couple of old wedge units grace out garage.

Original TR7 Unit

It just so happens that I have an original TR7 AM/FM Cassette unit in the TR4 (see an earlier Marque for the installation diatribe). It works well, or at least as well as one might suspect a 20+ year old cheap British Leyland radio made by Audiovox could. Okay, so it’s not the loudest, and the fast-forward/rewind isn’t very fast- but hey, it’s works. Since I’m thinking about replacing it with a Radio Shack unit Herr Yanity gave me it’s available.



An Original Wedge AM/FM Cassette Receiver As Is In Our TR4

Yep, I could rip this out of the TR4 and use it, but naw. Naw, the Triumph unit, while authentic, is old, lacks fast rewind capability, and lacks power (remember sound at speed?). Keep looking.

Original Aftermarket



Vintage 1981 Pioneer Supertuner Receiver

Hmmm, I still have the Pioneer Supertuner I bought from the guy who bought our old '81 TR7 from Ron Fowler. Those were wonderful units with great sound and lotsa options, enough so I hounded the guy until he sold me the radio from the car (okay, so he was going to replace it anyway...).

I bought this with the idea I was going to stick it in a car, so why not do it? Well, several good reasons. The first is that the tape transport mechanism needs work. Some mechanical binding is occurring messing up the insertion and ejection. Another is that the amp is a separate module that a home would have to be found for. Finally, there are many wires that would have to go hither and yon to support both units, not one neat wire bundle. Back into the cabinet with you and off to Best Buy.

Modern Aftermarket

My electronic mega-store of choice is Best Buy, or at least it was (see discussion near end). They have a large selection of units from cheap to eye-wateringly expensive. The size/type is restricted. Your choices anymore are DIN, DIN, or Double-DIN. Gone are the days you can get good in-dash radios there the volume and tuning control shafts are separate from the center display/cassette mechanism (such as the old TR7 radio and Supertuner). This isn’t a problem since the hole in the TR8 dash will accommodate a DIN unit.

In the end, it was good ‘ole hard cash that drove the choice. The Jensen XCC 6120 fit all the requirements, and it was cheap - \$59.95 on sale. What a deal.

Installation is lengthy, but easy. To install, one has to do the following:

- Read the Jensen Instruction manual. I know this isn’t a “guy” thing, but do it anyway. Look at the unit, familiarize yourself with features, wires, connections, and installation procedures. Trust me, you save time this way!
- Pull the ground terminal off the battery. Learn not to burn.
- Remove the center console unit, which means all that stuff between the seats has to come out. Be careful – this stuff is made of the best British Styrene plastic, easily broken. This is a good time to check shift linkages and shift boot. It’s at this time you run the CD remote control cable from the unit you’re going to put in the trunk (see the CD installation instructions later in this column).
- Remove the Lower piece of the center dash unit. Once the plastic around the shifter is removed you can get to the bottom two screws holding this on. Remove these, then remove the heater/vent lever knobs (careful, these break easy also), Now remove the two screws up inside the illumination bar on the top. pull this out, then loosen the two screws attaching the upper support brackets. Remove the screws on the side, and the screws on top of the heater controls (one each side just above the lever openings).
- Remove center dash unit from car. Pull the lower center dash unit forward enough that you can get your hand in there. Remove electrical connections to the lighter,

illumination and air conditioning switches (if equipped). Note which wire went where since you're going to have to put them back on eventually. Now you can pull the dash unit free of the car.

- Enlarged hole to fit cassette unit. The cassette unit has a metal box it snaps into. This must be attached to the center dash unit. Trial fit the box. I had to file mine a bit to get the box to fit, not much, but file it or you'll break the plastic forcing it. Bend over the proper tabs on the box to secure it. Trial fit the player to ensure clearance.
- Eliminated wires, add connectors. Part of this is optional. Since I knew the unit wouldn't have any rear speakers or power amps to talk to I clipped the rear speaker wires and the RCA coaxial wires to eliminate clutter, then taped off the ends to eliminate shorting chances. I added female bullet connectors that mated to the existing speaker wires, and I added connectors to mate with car radio power lead and a spade lug for the ground. I then tapes all the leads coming from the radio in a bundle. This helps installation when routing wires one the unit's in place since the power lines have integral fuse/power-conditioning gizmos on them that can be a pain to deal with if not put into a single bundle.



New Jensen Unit Installed In TR8 Dash

- Added a "keep-alive" power wire. The Jensen unit requires a source of constant power to keep preset memory powered, so I had to run a line to the "brown" circuit on the car. This was easy since there is a brown circuit connection to the battery positive lead in the passenger's footwell. I put a 1 amp fuse in the line just for added protection.
- Put the center dash section back in the car. Sit the section close enough to reattach the switch wires, then press it close to where it attaches, but not all the way yet. Look at the wires, making sure they aren't pinched at attaching points (or a screw will go into them), and that they are out of the way when you slide the cassette deck in.
- Slide the cassette deck in. Attach the CD controller and antenna lead before you put it in. While you are sliding it

in the mounting box put your hand behind the unit and draw the wire bundle out along the passenger side of the section making sure the wires don't bind on anything. Do not attach the center console yet.

- Attach the cassette unit wires to power, speakers, etc. (follow the unit's instruction manual again), then attach the positive cable to the battery. Now get your key out and put the key in the accessory position, hit the power button to the unit. The face should light up and you should be tuned to FM. Turn to a station you know and (assuming you haven't replaced the speakers yet) you should hear it coming out the original speakers (or at least I did). If not, you're going to have to trouble shoot. Try the cassette player while you're at it.
- Disconnect the positive battery terminal again.
- Reattach the center console unit. Start with the top bracket screws and work down. Make sure that you are not pinching wires or screwing into them. There are plenty of wires around so make sure!
- Reattach the center console illumination bar on top.
- Push all knobs back on.
- Reattach the battery positive terminal.

Congratulations, you've done it! One Cassette AM/FM installed. Turn on the radio and enjoy the sound coming out those original, cheesy speakers. We'll take care of them next! Total time: it took me two nights to do this, so it shouldn't take more than four hours if you: a) study all manuals, and b) be patient.

Speakers

Although they aren't flashy, the speakers, more than any other component, determine how good your system will sound. Cheap speakers sound cheap. And nothing is cheaper than the speakers in the car originally!



Original Radiomobile Speakers

Here they are, 4" Radiomobile sound-o-crud speakers. Too small to produce real base, too large to distribute high frequencies. They need to be replaced with a co-axial unit, or at least something with a wizzer cone even! But how big? A measurement resulted in a discovery – normal 5 1/4 speakers

would fit no problem. The hole in the metal part of the door under the panel was big enough, and the panel hole would have to be cut out a bit.

Off to Best Buy for speakers. After listening, I decided to go with a set of \$50 Pioneer co-axial speakers. Yes, they were the cheapest coaxial 5 1/4 speakers they had! Really, they sounded almost as good as the \$99 Sonys, and held up respectfully to the \$200 Polk woofer/tweeter set.

Installation was easier than it should have been. The following is a description for one door. Multiply this by two to get the car done!

- Remove battery ground cable.
- Unscrew armrest, speakers, the Torx screw in the center of the window crank handle, and the screw in the plastic piece behind the interior door lever. Remove them all. Make sure you disconnect the speaker wire. Note polarity.
- Using a short writing device, trace the actual door hole on the back of the panel. Make sure that you can see this since you'll be cutting along this line later
- Using an upholstery tool, work your way around the door and pop loose the plastic nipples on the door panel stuck into the door. Either unscrew the door lock knob (early cars) or use a Allen wrench to get it loose (later cars), remove. Once all are loose, lift the panel out slightly (so the window crank stub will clear the panel, and lift it straight up until the lip at the top clears the door panel. Hold it there while you remove the wires going to the door light. Note location of wire connections.
- Lift the panel from the car, take to workbench, cut speaker hole bigger. Trial fit speakers. Mark and punch holes for speaker screws to go through.
- Put panel back on door temporarily. Push in the nipples around the speaker area.
- Using a punch, mark the speaker wire holes locations on the door metal. Remove panel.
- Drill the hole with an appropriate sized bit for screws provided.
- Reattach panel fitting all wires and gizmos except the speaker.
- Attach wires to speaker. Your best bet is to unsolder the wires from the old speakers and solder them on the new speakers. Note polarity.
- Fit speaker to door and screw down.
- Turn on radio power to test, oh, you might want to attach the battery ground cable before this...

That's it. See how simple that was. Now do this for the other door. I managed to do this in a hour, but then again, I've done this before!



Comparison of New 5-1/2" Speaker With Original – Crinkle In Door Due To Prior Aftermarket Speaker (which also was a Pioneer, come to think about it...)

CD Changer

Changer? Why a changer and not an in-dash unit? Simple, I like to have the capability to have multiple plays, single in-dash receivers don't want to play at the slant angle that it would have to be installed, It's hard to store CDs in the car, and I still want to play cassettes. That's why.



CD Changer in Trunk

Total Cost:

- Receiver - \$59.95
- Speakers - \$49.95
- CD Changer - \$89.99

Right on \$200.

Note About Where To Buy, Or Not To Buy...

In my humble opinion, don't buy any car stereo stuff at Best Buy, Fairfield Mall store. This has been my electronics store of choice for about the last year, but this time they (or more correctly, she) rubbed me wrong. I went in there to buy the system to stick in the TR8, asking questions about speaker depth and cheap CD players and I had the mistake of bothering a gal doing paperwork at the car audio register. She (description: white, brunette, 5'6", slim build, long hair, no glasses) actually took offense at me breaking here from the paperwork to sell me consumables. Oooooops, and here I thought I was a customer! Silly me. I really incurred the



Yeah Baby! 0-60 in 3.7 milliseconds. Let Don Garlits think about this one!

(from 18 Jan 02 Vancouver Sun)

Vancouver – Late yesterday morning William Farnsworth, of Crittendon St., fired up his latest creation, a rocket car, for the first time. He built this car from a discarded sports car carcass, several industrial gas welders, and a US military surplus sounding rocket engine. He's headed to Utah later next year for a try at the record. More on Bill's quest in the Life section.

Wrath of Khan when I didn't buy the \$400 units she was trying to steer me to. She actually chided me for buying cheap stuff, and when I turned down the optional extended warrantee I thought she was going to hit me! She stomped to the front of the store carrying the units to the checkout counter, never telling me to follow, or where she was going. Well, I did get out of there with the system, but I also endured the wrath of the she-bitch from hell. Oh, did I let my fingers get away from me, sorry. I'll still buy from Best Buy, but at the Dayton Mall store, thank you.



Hey, It's A TR-8!

From the did you know....that Radio Shack actually made an 8-Track player called the TR-8? What a catchy name. Saw it on eBay when I was looking for Wedge parts...

Looks like it comes with speakers and a built in amplifier. What a deal – and what an excellent sound system!



...and what a catchy item. No Phil (Daye), I don't have one, nor do I have plans to! Want me to bid for you?

Until next month, I remain,

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 \$12.00
Buckeye TRIUMPHS Logo \$10.00
– Embroidered on your article

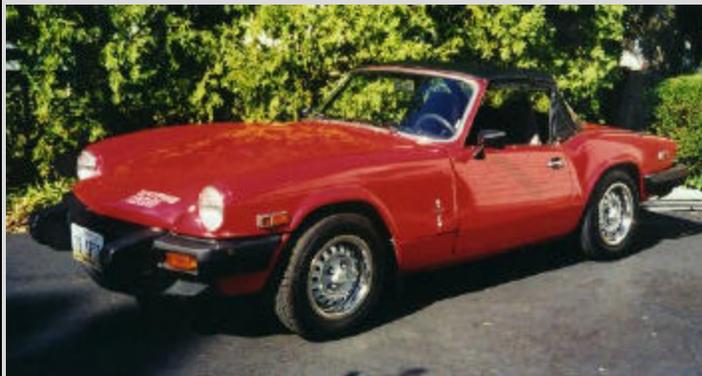
Select your favorite jacket, shirt or bag since the logo can be added to almost any cloth article at a cost of about \$10.00.

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).

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:



1979 Triumph Spitfire 1500, #FM101136U – Red w/black interior/top; 4-speed; 83,500 miles; near original and good mechanical condition all around; a daily driver; rust on rear portion of wishbone frame. Asking price \$4,000. Contact John at 614-255-2261 or jschilling@dgcolumbus.com

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

Many common parts in stock.

Doug's Parts 614-878-6373 Braden.13@OSU.edu
<http://www.triumphparts.com>

Buckeye Triumphs

P.O. Box 584

Lithopolis, OH 43136-0584

|||||

«FirstNames» «LastName»

«Address»

«City», «StateProvince» «Zip»