

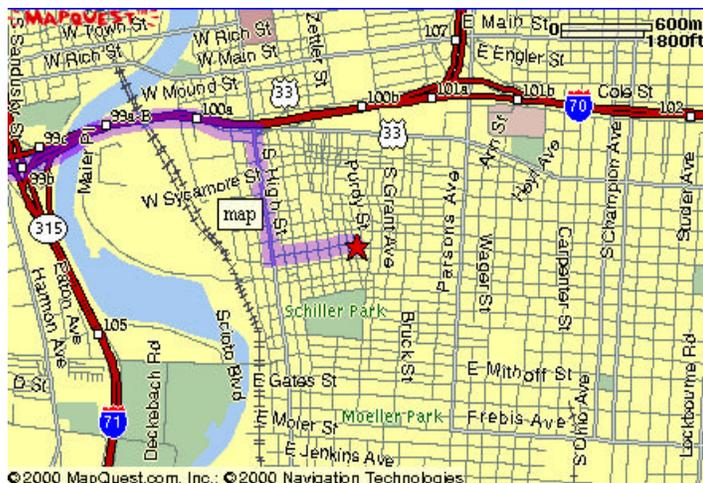


Buckeye Triumphs Newsletter

Visit us at: www.nextek.net/BuckeyeTriumphs

BUCKEYE TRIUMPHS HOLIDAY PARTY - JANUARY 13, 2001 6:00 TO 10:00 PM

We have made arrangements and are going to have our Holiday Party at SCHMIDTS SAUSAGE HOUSE IN GERMAN VILLAGE, 240 E. Kossuth St. Columbus, Ohio. The time will be 6:00 to 10:00 PM.



We will have a Cash Bar and Buffet Dinner with three meat items, salad, vegetables, beverage and Mini-Puffs. The price will be \$20.00 per person, includes tax and tip.

This will be an RSVP event, we will need your RSVP by JANUARY 8TH, 2001.

We are required to give Schmidts a headcount no later than the morning of JANUARY 9th, so if you have to cancel please advise or Buckeye Triumphs will have to pay for you anyway. We will collect for the Buffet when you arrive.

Start planning and set the Saturday evening aside and come and celebrate the Holidays and the New Year with your TRIUMPH friends. We will be providing DOOR PRIZES and will have video pictures of this past year events. We will have the upstairs banquet room to ourselves, so come and have a boisterous good time and celebrate the New Year.

To RSVP please either call or Email to Murry Mercier or Jim VanOrder:

Murry Mercier 614-888-0838 or TRsixer@Yahoo.com
Jim VanOrder 740-967-2110 or vanorderj@cham-cor.com
See you there!

ANNUAL DUES – MEMBERSHIP RENEWALS

Current member's Calendar Year 2001 Membership Renewal Dues are payable by January 30, 2001. Please help us with the renewal process

We want to make sure that we have the correct data on you and your car(s). Please review the enclosed data sheet and use the enclosed envelope to update our information.

Our sustained growth and expanded activities will again depend upon your continued support, active involvement and personal creativity.

Please submit your check for \$20.00, payable to Buckeye TRIUMPHS and mail using the enclosed envelope.

PLEASE NOTE: IF you joined the club after July 1, 2001 then your Renewal Dues are only \$10.00 for your first renewal.

Editor's Corner

I hope that the New Year finds all of you well. I am really looking forward to the Holiday Party and I can't wait for spring. Last year at this time Ryan and I were out for one last run of the season in his 74 TR6 (just after he had his learner's permit) We really are having a winter this year.

I guess the first order of business is to ask what Santa brought this year (for your Triumph, of course).

I received a set of "Car Skates" to help move our projects around in the garage. I also got a new set of air tools.

Ryan (working in cahoots with Doug Braden) gave me a new "Matador Red" carpet set for when I paint my car white (yes my original codes were white with a matador red interior) next year. (I had a good "triumph" Christmas.)

Ryan did well too. He somehow talked his Grandmother into a set of 16x7 Panaspports! My Grandmother was nice, but I don't think she would ever have given me a set of wheels! He actually got a gift certificate to TRF for these wheels, we will order them tomorrow.

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...

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 Triumph Officers is:

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

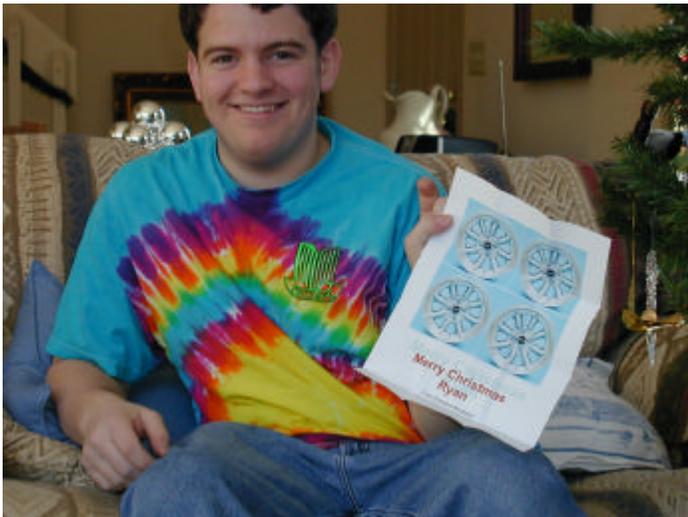
Jim VanOrder 740-967-2110 vanorderj@cham-cor.com

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

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

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

Here is a picture of the moment:



(he even wears triumph shirts on Christmas morning)
Nelson has been busy working on his car. We went out looking for painters 2 weeks ago and he found the same fellow that painted Mark Mortine's TR 250. We pulled the engine last Friday so he could strip the engine compartment. It should look very good. Check out his contribution on recovering the seats for this project.

New officers were elected last business meeting, be sure to check out Becky Hartley's notes.

Please take the time to fill out the enclosed membership data sheet and return it with your dues. **Find this on the back of the Address Cover Sheet – use the envelope to return it with your dues.** (or bring this to the Holiday Party)

If you have any ideas for events for 2001, please let us know. We are planning some tech sessions early in the year and really need members to host member meetings and driving events.

I will be working with John Huddy to be sure to have the events up to date next month. Contact John if you want to volunteer! We need your help.

Hope to see you all on the 13th!

PS – I have a slide show to have fun with at the holiday party – if you have any digital pictures to include, please let me know!!!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – January 25th , 2001

President's Corner

January, 2001

Happy New Year!! Y2K+1 has arrived, Ole Man Winter is chilling us all and we are looking forward to a warm BT Holiday Party. It will be a celebration of many things. We are in our third year as The Triumph Car Club in central Ohio and Buckeye TRIUMPHS is looking forward to another great year to enjoy our cars, our events and our members. So plan to join us at Schmidt's on Saturday January 13 to Kickoff our 2001 events.

December's business and social meeting was well attended and we had a quick election.

It could be a great example for the Big Guys in Washington or Florida. No recounts were required; we had already eaten all the chads, pizzas and Big Dons. The process seemed to work efficiently; the position is opened for nominations, candidates are 'volunteered' and whoever blinks first is elected. What a treasure; the democratic process!

Your 2001 slate of officers will be 'officially' sworn in during the January party; please be there and don't be too surprised if you need to make an acceptance speech.

John Huddy will be our Events Coordinator for 2001 and will be looking for activities, hosts and 'helpers' to ensure we have fun, drive our cars and attract members. Please be proactive and join John in making 2001 the best year for creative activities.

Details for the January Party Extravaganza and our initial plans for other 2001 events were also discussed. Several party committee members shared their plans and promised another memorable evening. Look for the specifics in this newsletter.

We will focus on memberships, technical sessions and Six-Pack Trials planning in addition to our LBC events in 2001 so rest up a bit now and get ready to rumble!

See you at Schimdt's on the 13th and bring a friend or two along.

Business Meeting Notes:

The Buckeye Triumphs met for their monthly business meeting on December 12, 2001 at Donato's on Brice Road in Reynoldsburg. The following members were present: Bob Mains, Jim Van Order, Nelson Riedel, Bruce and Ryan Miles, Jim and Patty Washburn, Terry Graham and Charlie Bruce, Gene Osendott, John Huddy, Murry and Jacqueline Mercier, Ron and Nate Fowler, Artie (Ryan's friend) and John and Becky Hartley.

The meeting started promptly at 7:00 by Bob Mains.

50-50 tickets were sold with Jacqueline Mercier winning \$21.00.

Jim VanOrder discussed the clubs Holiday Party, which will be held on January 13 at Schmidt's in German Village. Jim asked if those members who won the table

decorations last year, would they like to place them on the tables again this year. If anyone would like to make a table decoration it would be greatly appreciated. Jim VanOrder and Ryan Miles stated that they would contribute a table decoration. Bruce will put something in the newsletter and Murry will list it in TR Bits. Jim will need a head count at least one week before the party. Jim also stated that they are in need of door prizes and will accept from any members. Dave Hutchison will be the Master of Ceremonies at the Holiday Party. Bruce Miles hopes to get a slide show together.

Jim VanOrder stated that the Financial Report was printed in last month's newsletter.

BADGES: Matt Merz is in charge of getting the name badges together. The badges are \$7.50 each.

DUES: Dues are due in January. The Membership Committee will be working on the club's membership list.

TECH SESSIONS: Jim VanOrder and Ryan Miles are Co-Chair Technical Coordinators. The first tech session will probably be in February. Murry Mercier stated that he hoped to get the valve adjustment video available for others to see.

MAJOR EVENTS: There will be three major events the club will be involved in next year:

1. Len Immke Arthritis Show, July 6-7. The Club is hoping for a large turnout this year. We will be sponsoring the Show-Within-A-Show this year. INT Information Systems (Bruce and Ryan Miles) will be sponsoring the Early TR6 class, Terry Graham and Charlie Bruce will be sponsoring the Spitfire Class and John and Becky Hartley will be sponsoring the TR8 class. Murry informed the group that he "heard thru the grapevine" that the new "Mini" will probably be on display at the Arthritis Show in 2001.
2. Rocky Mountain sponsored by Remmer Brother on August 22-25.
3. 6-Pack Trials in Waggoner, Oklahoma on September 13 through 16.

CLUB OFFICERS: The following were nominated for the club officers:

- President: Bob Mains
- Vice President: Ryan Miles
- Secretary: Becky Hartley
- Treasurer: Jim VanOrder
- Newsletter Editor: Bruce Miles
- Events Coordinator: John Huddy
- WebMaster: Nelson Riedel
- Tech: Jim VanOrder and Ryan Miles
- Membership: I have in my minutes that it is "still up for grabs" but I think that maybe Murry Mercier and Ryan Miles will be working on this

- Communications: Ron Fowler

Buckeye Triumphs will be sponsoring the 6Pack Trials for 2002. Murry and Jacqueline Mercier, Jim VanOrder, Bruce and Ryan Miles and John and Becky Hartley have stated that they would like to be on the planning committee for that event. Many volunteers will be needed.

The February business meeting will be held at the home of Terry Graham and Charlie Bruce on February 6 at 6:30 p.m. Please see the newsletter for more details.

With there being no further business, the meeting was adjourned.

Respectfully submitted,

Becky Hartley, Secretary

Notes from Nelson

Editor's Note: Nelson has been pretty busy working on his TR collection from last month. He will be hosting a transmission rebuild session at his home in February. Please watch for details next month. This month yields a note on emergency Bonnet release and I got to help recover his seats for his 76 TR6. BMiles

Opening bonnet after release cable breaks

Many of us have seen TR6s with dinged bonnets because someone pried them up to release the catch after the release cable broke. This is unfortunate because it takes less than 30 minutes to release the bonnet without damaging it. However, it is very difficult to figure out how to do it without looking under the bonnet --- and if the cable is broken, it's too late for looking.

I first encountered this problem about 15 years ago when a friend called to ask if I knew how to get his bonnet open after the cable broke. His car had a new paint job and he was not about to pry it up. He was in no rush since he would not have to add oil for a couple weeks. I had one of my TR6s torn down with much of the dash removed making it very easy to devise a tool. Several years later the same guy went to sleep and rolled his baby while going only a few miles an hour. I ended up buying the remains. It is a California car with essentially no rust. I have new fenders and a replacement windshield and bonnet (he mangled it that time). Maybe I'll get in on the road in 2002.

I'm removing the interior of my '76 TR6 in preparation for painting. I remembered the hood release problem when removing the glove box and thought it was a good time to make a new tool and photograph the procedure.

The **TOOL** is shown in the following photo. It is made of an 18-inch length of mild steel bar. I used 5/16 inch diameter bar because it was the first one I found in the scrap pile; ¼ inch bar will work just as well. Each of the three segments is 6 inches long.



The stay under the glove box, the glove box, and the right side ventilation ducts are removed. The rubber grommet in the hole through which the temperature control and choke cables pass is pushed forward into the engine compartment. The tool is then inserted into this hole; see next photo.



The tool is positioned properly when the middle segment is horizontal and the other two segments are nearly vertical. The vertical segment in the engine compartment should rest against the hood release lever as shown in following photo.



The hood is released by pushing the bottom of the tool to the left causing it to rotate around the middle segment and

the top to move to the right and pressing against the hood release lever.



One caution, the positive battery terminal is near the hood release lever. If the rubber insulation is missing from the cable connector, it may be possible to get the tool on the positive terminal. Our editor managed to vaporize part of a large screwdriver while attempting to open his hood through this same hole. If you're really concerned about this, you can insulate the end of the tool by wrapping it with electric tape, duct tape, or masking tape. Another option is to turn on the lights and let the battery discharge. Playing the radio while simultaneously blowing the horn can speed this process but may upset the spouse, the neighbors and the local police.



Reupholstering TR6 Seats

Nelson re-covers and foams the seats from his '76 TR6...

I reupholstered the seats in my TR250 over 15 years ago. I don't remember much about the project except that seats were in very bad shape, the job wasn't too bad and I was very satisfied with the results.

Winter is a good time to work on inside projects such as seats. I'm in the process of prepping my '76 TR6 for repainting. I plan to have it done in white again and have obtained a new red interior. The seats were so bad that I replaced them with a set from a '73 that I junked; thus the seats from the '76 were in storage ready for reupholstering.

I decided to do one seat at a time so that I could refer to an assembled seat if required during the reassembly. The following photos show the driver's side seat as it was disassembled. The padding had disintegrated in many places and made a real mess in the workshop. Note that the diaphragm was broken, which probably is responsible for the low ride. The workshop is also the residence of two cats. One is checking out the seat frame while meowing about the mess on the floor (obviously a female).



There was a rubber type cement on much of the frame and the under side had quite a bit of surface rust. I cleaned much of the cement off using lacquer thinner and an old wood chisel. I then took it outside and sandblasted it. Sandblasting doesn't have much effect on the soft cement residue. I attacked the cement residue again and got the rest of it off. Another bout with the sandblaster cleaned it up quite nicely. I then painted it with a spray can of Rustoleum Gloss Black. The next photo shows the (LH) frame in a reclined position. Note that the back is asymmetric; the inside of the back is vertical (when the back is upright) and the outside slopes inward. The seat bottom appears to be symmetric.

tubing. The next photo shows the clips after sandblasting and the first coat of paint (I did two coats on both the frame and clips, waiting about 15 minutes between coats).



I had purchased a Seat Foam Kit, Seat Reupholstery Kit and a pair of diaphragms from TRF during one of their sales. The foam came in two packages taped together; one package had a sticker labeling it RH and the other had a similar sticker marked LH with the LH crossed out with a pen. There was also a sticker indicating that there was a pair of foam kits in the package. I'm going to assume one is RH and the other is LH even though the LH was crossed out. The upholstery kit had all the parts in one package. Upon close examination I found that the backs were marked LH & RH on the inside. There were no markings on the other parts indicating that both sides are the same (I hope). The kits (for one seat) are shown in the following photos.

Those of you that download this from the website will see the pictures in color and notice that the red is the orange red of the earlier TRs ---- not the darker red of the TR6 interior. You may also note the shade differs some from photo to photo. That is due to my messing with the photos on the computer to try to make them clearer. The orange red was my choice; I think it goes well with the white exterior. I was able to obtain the entire interior in this shade of red excepting the fuzzy door seals. These seals really clash with the rest of the interior when viewed under florescent lighting but don't look so bad when in sunlight.



I also sandblasted the clips that hold the upholstery under the seat. I slid the small clips on the edge of a scrap sheet of aluminum and the large clips on a piece of plastic



The two brown fiberboard stiffeners that fit in the bottom of the sides of the back upholstery are missing metal clips that must be removed from the old upholstery. The clips are held in place by split rivets that I was able to salvage with the clips. The two sides are mirror images as shown in the next photo.



The first reassembly step I attempted was to reinstall the rubber buffers on the bottom of the seat frame. When I took the buffers off before painting the frame I noted that one side had two washers under the buffer and the other side had none. I didn't bother recording which was which since I had the other seat for reference. So, I turned the other seat upside down and looked at it ---- both buffers had two washers under them. Further -- that seat (the RH one) had the web type seat bottom.

The TRF catalog indicates that the web seat bottom was used only on the latest model seats. So, the RH seat is probably from the '76 and the LH is probably from the '73. I now suspect that I put the '73 seats in the '76 at some point and then later, as the LH seat deteriorated further, switched it out for the original '76 seat. It now appears I'm going to end up with rebuilding one of each since I'm not too interested removing the RH seat in the cold weather.

The catalog indicates that the frames, etc are identical (other than the seat bottom) from '73 through '76. They do say that there were some differences in which seat had switches for the seat belt alarms. I'm leaving the switches out -- they seem to have contributed to the failure of the

diaphragm. Also, the previous owners of both vehicles had cut the switch wires.

I braved the cold and checked out the RH seat in the car -- it has the earlier diaphragm and two washers under each buffer. I can't imagine this buffer coming off in use or someone taking it off. Suspect the missing washers were a factory assembly error. No matter how much we love our TRs, most of us must admit that the designs are lacking in many areas and, **British Quality** is clearly an oxymoron.

Before starting the rest of the project, I made sure I had appropriate adhesive to cement the foam and upholstery material to each other and to the frame.



I found I had a full and a partial can of 3M Super Trim Adhesive, part number 08090. I use this cement on the front edge of the soft top and I'm pretty sure I used it on the TR250 seats I did previously. This cement is available from automotive paint dealers. TRF sells a similar product; part number TRFC101. I also have a good supply of lacquer thinner to clean adhesive from myself and other areas where it is not wanted.

The next step was to install the diaphragm (smooth side up) using the new hooks provided. I started with the back followed by the front. I used a pair of pliers on the front clips to stretch the diaphragm so that the clips

can be slipped into the holes. One side was fastened with no trouble but the last side was more difficult since I couldn't hold the frame and pull on the clips on the same time. I finally set the frame on one side on the floor, sat on the top edge and pulled up on the clips --- this worked.



The next step was to install the seat bottom border pad. I couldn't figure which side went in and which side went out

on this piece --- I don't think it matters. I sprayed the trim adhesive liberally on a 1/2 inch strip along both sides of the pad and also on the mating surfaces on the frame. The instructions on the adhesive can talks about spraying once, letting it set for a few minutes, and spraying again a second and then a third time. That's probably OK for a vinyl top. For this stuff, spray it once and then wait till it gets good and sticky and then press the stuff together. Next photo shows the installed border pad.



The seat bottom foam pad was installed next. I sprayed the top of the frame around the outer edge and a half inch strip around the outer edge of the under side of the foam. The sides of the pad are beveled resulting in the top surface being bigger than the bottom surface (that's how you tell which side is top & bottom). The next photo shows the installed pad.



I had a problem securing the rear flap of the seat bottom upholstery. While editing this note I realized that it would be much easier if I did things in a slightly different sequence. At that time the second seat frame had been stripped and painted and I was waiting for the paint to dry. When I reassembled the second seat bottom I took photos and it is that second seat (RH) that is described next. I'm sure some of you with sharp eyes will notice the difference in the frame. There was one difference in the frames;

some new holes had to be drilled in the late frame to attach the diaphragm in place of the web seat bottom.

The next step was to cut a slit in each side of the seat bottom upholstery so that it will fit around the area where the back and bottom parts of the frame connect. The slit should be parallel to and about 2 inches below the bead. The slit should extend to a point opposite the middle of the first full stripe in the seat bottom as shown in the next photo.



The rear flap was attached to the rear of the frame bottom next. The flap goes over the bottom half of the hairpin torsion bar. The upholstery was cut to accommodate the looped end of the bar as shown in the next photo (that happens to be of the LH seat).



Adhesive was sprayed on the underside of the rear flap and the mating frame surface. I then used a sharp punch to pierce the upholstery for the control rod bracket screw holes and screwed the brackets into place – see next photo. These served to hold the back flap in position while the adhesive dried and later when the upholstery was stretched over the front. I took a break at this point to allow the adhesive to dry.



Next, the cloth strips on the under side of the seat upholstery (one at front and one on each side) were cemented to the seat bottom foam – see next photo. The long strip at the front was stretched over the front and held while the adhesive set.



The final step on the bottom was to trim the upholstery in the area where the tubular clips go in the rear and then cement the upholstery in place. The tubular clips were then installed to hold it in place while the adhesive dried. The under side with clips installed is shown in next photo.



Next, the U shaped edge roll was cemented into place on the bottom foam over the cloth strips attached in the previous step as shown in next photo.



The back was next. (Those of you with sharp eyes will note that we're back working on the LH seat --- the first one.) I reinstalled the straps first and then sprayed adhesive on the areas of the back frame that contact the back foam and also on the matching areas of the foam. The bottom strap was also coated with adhesive. I then pressed the foam against the frame back --- see next photo.



The upholstery is then pulled down over the front and sides and the small clips installed to hold it in place. I use a small hammer to drive the clips home. Bruce Miles had stopped over to observe the seat project and provided a lot of help with stretching and holding the upholstery as shown in the following photo.



While this was drying I inserted the fiberboard stiffeners into the back upholstery. The original upholstery had these stiffeners stapled to the upholstery. I decided to just let them ride in the pockets at the bottom of the sides. I trimmed around the clips to ease attaching the clips to the frame.

There is a cloth strip called the tensioner strip sewed about midway down the inside of the front of the upholstery. This strip feeds through the slit in the middle of the back foam. On my new upholstery, this strip was sewed partway up one side in error. I cut the strip free from this seam. I then fed the strip through the slit as I slid the upholstery on the back. (When I disassembled the second seat I found that this strip was balled up under the upholstery and had never been pulled through the slit in the foam or fastened down; more of that *British Quality*.)

Next, a hole was cut for the angle control rod. This hole is in the same spot as the notch in the fiberboard stiffener. I waited until the upholstery was part way on the back so that I was sure I was cutting the hole in the correct place. I then adjusted the seat for full recline, stood it on the front and pulled the back upholstery down into position. Next, I stretched the sides down till the tab on the stiffeners slid behind the mating part on the frame locking them in place. I did the side with the hole first as more slack is required on that side.

Next, I stretched the tensioner strip around the back lower frame member and secured it with a couple clips as shown in next photo.



While still in the fully reclined position, I applied adhesive to the inside of the end of the front upholstery and also to the angle control rod. I then warped the end around the rod. I used some wood shims wedged between the control rod and the adjacent back frame member to hold everything in place as shown in next photo.



The seat was adjusted to the full upright position after the last joint set. I then trimmed about an inch off the end of the flap at the bottom of the back upholstery except for about a half-inch strip on each side that will extend to under the tubular clips. The ends of the beads from the front side of the back upholstery were then threaded through the gap between the back and the bottom and positioned near the tubular clips. The control rod brackets that had been screwed down when the bottom was assembled were removed. Adhesive was then applied to the mating surfaces and the end of the rear side of the back was secured to the rear frame of the seat and the beads are secured under the tubular clips as shown in the next photo. The control rod was then attached which further secured the joint just glued as shown in the subsequent photo. This completed the assembly of the back.



The headrest goes together very easily. First, adhesive was sprayed on the headrest frame and the mating surface of the headrest foam and the foam was then slid on the frame, making sure the thick side was to the front. Next, the upholstery was slid over the foam, making sure that it is positioned correctly. The seam at the bottom was then tacked shut and the trimmed finisher screwed into place. The following photos show this process. Note that I decided to paint the trimmed finisher black. The finisher

was painted to match the upholstery on the original equipment. If I can find red paint that matches the upholstery I might repaint them.



The angle control arm was polished and installed together with the headrest to complete the job. The finished product is shown in the last photo.



The seat slides are heavily corroded. I think I'll sandblast them and then paint them with aluminum paint. Won't be original, but is bound to look better than rust.

I used the TR6 Spare Parts Catalogue, Volume 2 from TRF to identify the correct name for the various parts. This is also a good source on how the parts fit together. While scanning the catalogue after the job was finished I noted that I hadn't installed the stud on the inside of the RH seat for the tonneau cover strap. There was none on the seat I rebuilt but I know I have the stud on seats in one of my cars so I'll be able to tell exactly where it goes. Without this stud, the cover over the RH seat flaps when driving --- very tacky.

Late TR Guy

The Continuing Adventures Of...



Late TR Guy!

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

Short article this month since I just plumb ran out of time! I'll save the good stuff for next month!

Bruce

Big Plans – Real Big!

Well, the New Year is upon us, and with the cold weather about all I can do is dream of cruising! And cruising we shall go. We've got two up our sleeve, the normal Spring Tour, and the trip to TRA National Meeting. I'm going to try and make these such that BT and MVT members can plan on attending.

Spring Tour

I'm going to plan this for probably the last weekend of April unless someone really has heartburn! I think we'll head off for wild & wonderful West Virginia, stay the night, and come back. I promise that I won't play too much dulcimer music (not that Murry or Ian wouldn't like that, 'cause they would)!

Trip To TRA National Meeting

Back in 1997 I put together a week of touring Ohio and mixed TRA into it. We're going to do it again, only this time it's to Baltimore & back. No mad one-day dashes, this will be over a few days, visiting interesting sites and staying at B&B's. Stay Tuned!

Tech Tips From Wedge Email List

We're going to focus on the timing chain tensioner and other cam-related stuff this month. The first email talks about the need for a new tensioner. It's from Greg Gall, Calgary, Alberta, Canada greg.gall@iname.com

To: <tr8@mercury.lcs.mit.edu>

Subject: Re: Snapped Timing Chain

Date: Wednesday, November 08, 2000 8:26 AM

>> Got my TR7 back from the mechanics a couple of days ago, having suffered a timing chain foobar which ending up costing me GBP700+...

My car's timing chain just stretched so much that eventually the tensioner popped out of its socket! Same net result: foobar'ed head! At least I can't blame myself - it all happened when the PO owned the car. Everyone seemed to think I was crazy for buying the car in such a state, but I already had a spare head.

I would certainly agree - replace the timing chain any time you are in that area! They are quite inexpensive anyway - I believe I paid \$10 Cdn for mine... Another nice effect is that you will notice some more power from the better spocket timing - I was quite surprised how quick a stock TR7 could be with a new chain!

The second is from Tim Buja who really knows a lot about these cars discussing more about timing chains & tensioners (especially if the timing chain shows a link).

From: Ann and Tim Buja <buja@compuserve.com>

To: <tr8@mercury.lcs.mit.edu>; Subject: Re: Noisy Engine

Peter Graham asked about replacing the timing chain in his TR7:

> 1. Can the new timing chain be pulled through by attaching it to the old one with the split link?

No! The new chain should be continuous without a master link. If you have a new chain with a master link you should use it on your bicycle or return it to the vendor you purchased it from. It does not belong in your TR7 engine. This topic has been discussed for about a year on the Stag list. Since the timing gear on the left bank of the Stag V8 is identical to the TR7 timing gear, you can learn from the experiences of Stag owners who have had many problems with timing chains, guides, and tensioners over the years.

Dan Carrington wrote:

> 1: I would not suggest it. If the timing chain needs replacing, you would be upset later if you didn't replace the tensioner and the plates that guide the chain as they all wear also. Also, if you remove the tension on the chain, the tensioner will pop out of it's hydraulic cylinder and you will then have to remove the timing cover anyway.

Barclay McInnes wrote: I would just like to empathetically chime in here and say that if you suspect any significant wear to your timing chain tensioner, replace that puppy immediately!

It may not be advisable to simply replace the tensioner with a new one. There have been changes made to the design of the tensioners that are currently being supplied compared to the OEM design. To do the job right, you'll need to remove the timing cover and check the chain guides and tensioner for wear. The tensioner should have a oilway in the center of the rubber slipper pad. This oilway is used to lubricate the chain. New "rationalized" tensioners may not have this oilway in the slipper pad. Instead, they have a dimple in the slipper pad where the oilway is supposed to be, along with a tiny oilway in the side of the tensioner piston that may be aligned well enough to spray a tiny amount of oil on the chain. I took a tensioner out of my Stag that had the oilway in the piston aimed approximately 30 degrees away from the centerline of the slipper pad, making chain lubrication very improbable.

The Triumph Stag Register is developing a website that will offer short video clips showing the chain oiling provided by both types of tensioners in my Stag engine. I will post the URL of this site once it goes online.

If the wear marks in the rubber face of the tensioner consist solely of two depressions

where the chain links come in contact with the slipper pad, you should reuse it instead of replacing it. Check the guides for wear. You should only replace a guide if the rubber is broken up. If you only see two shallow depressions where the chain link edges contact the rubber areas of the guides, leave them in place. You'll also need to check for wear on all of the chain sprockets and replace them as needed.

Be aware that there is currently a quality problem with the curved chain guide (p/n 147907) for a batch of parts manufactured in 1999 and onwards. I've posted a separate note to this list quoting from Stag list postings on this topic.

British Parts Northwest in Dayton, Oregon USA has Dolomite Sprint tensioners in stock that can be easily modified for use in the Stag and TR7. The Dolomite Sprint engine uses a double row timing chain, so the

tensioner is slightly wider than the standard Stag/TR7 tensioner. The Rolon CT605 tensioner has the proper oilway in the tensioner slipper pad, and once the excess width is cut off it will work properly without fouling the timing chain cover.

That's it for this month, stay tuned for other & more memorable in the next few issues!

Clough For Sale Department

Hmm, what do I have around the garage I'm tripping over? These things are for sale or trade. Heck, maybe you have a TR7 gizmo I need!

TR4 Transmission. I bought this from Doug Braden when I thought ours was going south. Now we don't need it and it's taking up space. Good condition, put that synchro first in the TR3! \$150 (what I paid for it)

Triumph Books

I've got a few books that I haven't read in a while (pronounced years) that are rare and possibly interesting to a few of you out there. Getting rid of these helps me in my eventual goal of moving bookshelves to the basement!

1. *Service Information Book* (Supplementary To TR2-TR3 Service Manual). This contains all the updates your manuals don't. Still in original black binder. These are a mix of original and good copies of originals - mostly originals. Rare to the max. Try to find this on eBay! \$75
2. *TR3 service bulletins* issued by European Motors (Standard-Triumph's Authorized Mid-West distributor) in Detroit. These are good copies of mimeographed originals (I gave the originals to John Warfield (TRA President) if I remember correctly). Unbound, ready for you to punch holes. Needless to say not your typical book store fare. \$20
3. *1959 TSOA Handbook*. No cover, but the rest of the 129 pages are intact. Very interesting reading on the birth of TR2/3 series as well as helpful maintenance tips. Another thing you'll never find at a swap meet. Softbound \$50
4. *Triumph TR2/3/3A*, by Bill Piggott. First printing. Yeah, I think you can buy this again, but not one signed by Bill! Pretty pictures, good information, period information and plenty of specifications. Hardbound \$30

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).

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>

