



Buckeye Triumphs Newsletter

Visit us at: www.nextek.net/BuckeyeTriumphs

HOT FLASH— Newsletter Editor Gets Response!

Finally! We get to tell club members stories. Check out the article from Robert Klips on his TR3 experience. I loved it.

Bob titled it 🎵 "Talking 'bout my restoration..." 🎵

Nelson and Marianne returned from Europe in May. Check out Notes from Nelson – I think I'll run this in 2 installments.

Other Items of note include:

- ❑ Easton was a success – see the comments on Bob Mains article – also check my comments in the editor's notes.
- ❑ Plenty of things to do in June
 - Sunny and David Rempe will host the BT Social & Business meeting on Tuesday June 6th at their home – check the map inside. BYOB&B (Bring your own beer and brats)
 - Sam Halkias will be running his 6 at Mid Ohio on Sunday, June 12th (I think that everyone at Easton was very impressed – I know my son has talked about it many times since)
 - Mid Ohio will be our driving event for later in the month for the MG vs Triumph vintage race – Bob Mains has the details and check the Events Calendar

Get Ready for the Len Immke Classic Car Show & Cruise in on July 7 & 8. If you like cars (duhh) this is a wonderful event with lots to do and see.

Editor's Corner

I am married to the most wonderful woman in the world. I said that to Nelson Riedel last night on the car phone as Ryan & I went off in search of a parts car (with Kim's permission, of course). (editor's comment: Nelson's response was – So am I, but I don't tell her that enough Nelson is softer than he lets on!)

For the past 2 months I keep telling Kim that "I'm glad your not dead" from her biking accident (we have since talked to one of the paramedics in the ambulance that said "if she hadn't had a helmet on, she would be dead") She has told me I'm not allowed to say this any more.

We're all glad that she is getting better.

I say all of this because we have drug our 3rd TR6 home last night.



Here she is (named *Rusty Rose* by Kim). A '69 with overdrive. Sitting for 12 years in a barn up in Pemberville OH. Asking \$1000 paid \$500

Ryan has a knack for ferreting these things out. At any rate he is thrilled to find an overdrive to complete his 74 restoration project. He found this one 15 minutes after the owner posted it on the Internet. The seller was flabbergasted at how quickly we responded to his ad. I told Ryan he should hire himself out to watch for cars that people are looking for. He said that he wasn't sure if he wanted to give away all of his trade secrets. Ask him about his new acquisition at the business meeting at Sunny & David's on June 6th.

I think that Ryan and I have to start going to BCOA (British Car Owner's Anonymous) or something like that.

My opening line for this month was going to be: "Well, it looks like a TR6 has exploded in my garage" prior to our little adventure last night. Ryan has been frustrated in the month of May by the amount of schoolwork that he has had. He is going to take 2 weeks off after school to put his full attention on the 74 TR6 (now with overdrive) I have a jo for him at my consulting business, but I sure wish I could find a job for him that involved mechanical things – I

think he has a real gift in this area. We will have to see how he does in the "Virtual" world.

Well, Easton was fun. Great turnout from a Triumph perspective. I love seeing friends that we have made come up from Belpre, Akron, Cleveland, Miami Valley. Those of you who say the TR7 "Chevyumph" – this guy lives less that 2 miles from me.

My favorite at the show had to be Sam Halkias's TR6 (here is a close up for those of you that missed it:



I thought that Easton was a great drawing card. I thought that we could have squeezed more cars around the main "square" and I felt disconnected from the main activities back where we were (we couldn't hear any of the announcements from the main "booth"). I guess I feel like it is not as much fun if you can't "see" everything that is going on.

Speaking of fun. We really need to attend (and get all of our members and friends and friends of our friends) to attend the Len Immke show in July. I don't know how but we could sure show up all of the other marques if all of you could turn out in force. Friday night is a party, lots of fun for the family. Saturday is jus a good time and a wonderful grass and wooded venue. Lots of interesting cars to look at and drool over. Please plan to attend!

Well I feel like I'm rambling on a bit. I look forward to seeing you this month!

We are always in need of articles! If you have anything that you could bring to the newsletter, please let me (or any of the officers) know.

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – June 23rd, 2000

President's Corner

JUNE, 2000

The first half of 2000 is nearly history; So Much To Do and So Little Time. This phrase is almost a way of life for many of us. It's so true, so often and that's before we even look for the necessary Triumph Time in our lives.

Well, many of you did find the time to be at Easton on Sunday May 21st for a great British Car Day-BCD! Thanks for the Triumendous display of Triumphs. (yes there is a word – derived from the Olde English references to LBC's of a particularly tremendous marque). We shared a day of camaraderie with other Mid-Ohio Triumph enthusiasts and LBC lovers- BT, 6-Pack, SCCA, TRA and VTR were well represented. We shared a 'Triumph Hospitality Tent' with COCTRA and provided a cold drink and snacks to those who found us parked near Johnny Rockets where their Rock and Roll music reviews were very entertaining. The real 'Rocking' occurred when Sam Halkias fired up his #83 SCCA E-Production race proven TR6 and that sound really 'Rolled' out the crowd of race fans for an example of Triumph Power that none of the V-8's answered.

Looking ahead, it's a busy Triumph time for us. Don't forget the US Road Racing Classic on June 2-4 at Mid-Ohio. Then, our monthly business/social meeting is on Tuesday evening June 6 at 6:30. Sunny and David Rempe will host a BYOB&B Patio Pot Luck at their home in Little Turtle. They are located at 5330 Derringer Way; which is on the left side of the entrance road to Little Turtle. Take the exit off SR161 near I270 and Sunbury Rd; this is the exit, which we used for our Blendon Woods Picnic in the Park last year.

So bring your own burger or brat and a pot or pint of some picnic 'fare to share' . The buns, condiments, chips and soft drinks will be provided. BE THERE to help plan your club's activities. We will swap a few tales with the BT folks returning from England and the Triumph Meeting of the Millennium.

For those hardy enthusiasts going to the TRA National in the Poconos near Bushkill, Pa, a caravan led by Jeff Zimmerman is planned for a Wed 6/14 departure- one over-night enroute, call Jeff at 614-836-1485 for details. Note, Bob Mains plans to caravan on Thursday 6/15 – contact Bob at 614-890-7767.

The Buckeye TRIUMPHS driving event for June will be a day at the Sprint Vintage Grand Prix at Mid-Ohio on Saturday 6/24. Remember last year's MG vs Triumph – British Car Showdown? Triumph was the winning marque. The race will be at 3:00 on Saturday this year; qualifying races begin at 10am. We will meet at 8:00am in the lot at Bob Evans in Westerville; off Huber Village and Rt 3 near the Westerville exit from I270. Well take a back road run to Mid-Ohio. Note: the admission is \$17 for Sat and \$30 for the W/E.

June will be a busy month! Then July jumps – our business/social meeting will be at the Immke Car Show in Dublin on Sat 7/8. Do an early registration for Friday's Cruise-In and the Sat show. Remember Buckeye TRIUMPHS will sponsor one of the six classes for the Triumph Show within a Show on Saturday. 1st, 2nd and 3rd place awards will be given in each class.

Then we are planning to have a Ladies Sponsored Driving event on Saturday 7/15-What is the surprise destination?? How about a hint, ladies??

We are beginning to have the warm weather that entices us to do top-down driving and (with some luck and encouragement) will also remind a few of you that it's time to also review your membership status.

We are past the half way point for members doing their annual renewal, so come on out and bring your check for \$20 to Jim VanOrder. Then help us plan some memorable events for the 2nd half of 2000.

Picnic's in the Parks, BCD's, Summer Party, 6-Pack Trials and SCCA Runoffs – August, September and October will be great months for Triumphant events- So Let's all make the most of our TRIUMPH Time.

Bob Mains ims_mains@ode.state.oh.us

Minutes from May 2nd Social/Business Meeting

Buckeye Triumphs met at the Red Door Inn on May 2. The following members and guests were present: Ryan and Kim Miles, Murray and Jacqueline Mercier, Doug and Suzie Braden, Bob Mains, Bill Edgar, John and Charma Huddy, Dave and Sharon Hutchison, Ron Fowler, Matt Merz, John and Becky Hartley and guests Molly Thuman and Gene Osendott.

The meeting was called to order by Bob Mains at 7:30 p.m.

Guest Gene Osendott, a Stag owner, was introduced. Gene stated that this was the first time that he had his Stag out. He also stated that he had some Herald parts for sell.

The 50/50 drawing was held with the winner being Doug Braden. He won \$13.50.

John Huddy will assume the duties of Events Coordinator after July 4.

The following events were discussed:

May 7--Richfield Car Show will be at the Holiday Inn on Brecksville Road. Jim VanOrder will be attending if anybody is interested.

May 18-20--Carlisle Import Flea Market. John and Beck Hartley will be attending along with Doug Braden.

May 21--British Car Day at Easton. Matt Merz will bring the canopy and Bob Mains will bring the juice. BT will possibly set up with COCTRA.

June 6--Sunny Rempe will have an event at Little Turtle.

July 7-8--Len Immke Arthritis Foundation Show. Please see Murray Mercier for details. Murray has registrations. The club voted to sponsor a marque.

July 16--Ladies event. Deb Mortine is planning this event.

Bob Mains stated that he still had some shirts available.

Name tags---The group looked at several name tags. They voted to go with a bigger size. Matt Merz will be handling this project.

Dues--June will be the last newsletter unless members pay their dues. There will be a call list put together for members to start calling to see if members want to renew.

Bruce Miles has asked for member profiles to be put in the newsletter.

John Huddy passed out an order form for a poster of the 21st Italian Mille Miglia road road that was held in May 1954. Price of the poster is \$40.00

There being no other business the meeting was adjourned at 8:15.

Becky Hartley, Secretary

BT Events:

Buckeye Triumphs – 2000 Events Calendar	
June	
6	BT Social/Business Meeting at the home of Sunny & David Rempe, 5330 Derringer Dr, Westerville, OH Email: Hornjungle@aol.com 614-980-2231 A map is enclosed later in the newsletter
24	Driving Event – Drive to Mid Ohio Races Meet at 8:00am in the lot at Bob Evans in Westerville; off Huber Village and Rt 3 near the Westerville exit from I270. Well take a back road run to Mid-Ohio. Note: the admission is \$17 for Sat and \$30 for the Weekend
July	
8	Social/Business meeting -- Len Immke Car Show - Triumph/Show in a Show
15	Driving Event – Deb Mortine / Ladies Drive Event- Details TBA
August	
1	Social/Business Event – Need a sponsor to host a Picnic in the Park Event
11-13	The Roadster Factory summer party – Armagah Pennsylvania

Buckeye Triumphs – 2000 Events Calendar	
19	Driving Event – Need a sponsor
September	
5	Social/Business Event – Need a sponsor
16	Driving Event – Bruce Miles / Bob Mains –Tour of Lake Erie – possibly an overnight event – details TBA
October	
3	Social/Business Event – Need a sponsor
21	Driving Event – Need a sponsor
November	
7	Social/Business Event – Need a sponsor
18	Driving Event – Need a sponsor
December	
5	Social/Business Event – Need a sponsor – Election of new officers

Alan Crussell: Secretary and Librarian for the Triumph 2000 2500 2.5 Register. Club with worldwide membership is based in England.

Andy Roberts: Technical Advisor of the Triumph 2000 2500 2.5 Register. Andy owns the only running Stag stationwagon in existence!

Maggie Roberts: Membership Secretary of the Triumph 2000 2500 2.5 Register

Marque of Show: Triumph 2000, of course!

Your Invitation: Fill out the registration form on our website: www.PortlandTriumph.org or contact us at:

Portland Triumph Owner's Association

61635 N.W. Agaard Road

Gales Creek, OR 97117 USA

Phone: (503) 357-5640

Fax: (503) 359-0970

E-mail: raymarty@teleport.com

Web: www.PortlandTriumph.org

VTR 2000 National Convention Press Release

Date: Sun, 21 May 2000 22:51:04 -0700

Reply-to: "Bruce Harding" <britauto@europa.com>

IMPORTANT PRESS RELEASE UPDATE - JUNE 2000

Please publish the following press release in an upcoming edition of your publication, newsletter and/or website:

Portland Triumph Owner's Association (PTOA) is honored to host the Vintage Triumph Register (VTR) 2000 Convention - August 2 - 6.

Location, Location, Location: The magnificent Colombia River Gorge, a National Scenic Area, will be the show backdrop for a breathtaking array of Triumphs. You'll enjoy outstanding accommodations, activities, tours, awards, show, banquet, rallies, and a funkhana - all within minutes from Portland, Oregon. That's not all . . .

everyone is invited to watch the autocross participants experience the thrill of driving at Portland International Raceway, home to The Rose Cup Indy Racecar Series and numerous high profile driving events!

Starring In VTR 2000:

Kas Kastner: Notable Triumph TR 2/3 racing career 1955-1960 Triumph National Service Supervisor 1961-1963 Triumph Competitions Manager 1963-1970

Tony Beadle: Editor of Triumph World and featured speaker

Patrick Hart: Owner of the very special TR 250K RaceCar, as featured in Triumph World and The Vintage Triumph VTR Magazine - don't miss the special showing of this extraordinary vehicle!

Healy Web Site

Date: Sat, 8 Apr 2000 03:46:38 -0700 (PDT)

From: Reid Trummel <AHCUSA@excite.com>

Subject: www.healey.org

Hi all,I'd like to cordially invite everyone on the 6pack list to take a look at the new website of the Austin-Healey Club USA:

<http://www.healey.org>

While there may not be too much content directly related to your marque or interest, perhaps you know of someone who owns a Healey and would be interested, or perhaps you'd like to learn a little more about Healeys yourself. In any case, we hope you enjoy it.

Thank you kindly,

Reid Trummel

President, Austin-Healey Club USA

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

General email: buckeyetriumphs@ameritech.net Web Site: www.nextek.net/BuckeyeTriumphs

Our current crop of Buckeye Triumph Officers is:

President: Robert Mains
(614) 890-7767

ims_mains@ode.state.oh.us

Vice President: Murry Mercier
(614) 888-0838

Trsixer@Yahoo.com

Treasurer: Jim VanOrder
(740) 967-2110

vanorderj@cham-cor.com

Events: Ron Fowler
(614) 833-6885

triumph@ameritech.net

Newsletter Editor: Bruce Miles
(740) 587-4179

bmiles@intinfo.com

Secretary: Becky Hartley:
(614) 753-1066

jhartley@frognet.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 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

Buckeye TRIUMPHS REGALIA

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

Style 17434-Solid body color with Collar of contrasting color

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

Style 17489-Solid body color with a striped Collar

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

T-Shirts - Lt Grey Cotton \$14.00

BTC Logo - front
Large Wreath Logo – back

Patch Embroidered Logo \$10.00

Buckeye TRIUMPHS Logo \$10.00

– Embroidered on your article

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

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

Notes from Nelson

Editor's Note: Nelson and Marianne are back! Here is an installment on their journeys that we thought you would find interesting This is the first of a series.

Travel in Europe.

The following are some observations and experiences relating to transportation in Europe resulting from a trip this spring. The trip included visits to the historic and cultural parts of several major cities as well as visits to villages in the countryside. I've found that walking and public transportation are the best choices for getting around the inner city. These areas are small relative to American cities since most were laid out during the Middle Ages when most people traveled on foot. Autos are nearly useless in these places since there is little or no public parking. Some hotels have parking available --- for about \$20 per night. Free maps available in virtually all cities show public transportation and major attractions --- these are a must. Rental cars are the best way to see the countryside. The major highways are excellent and navigation is not too difficult.

The Europeans are very bright --- most speak a foreign language (Italians speak Italian, French speak French, etc). I don't speak a foreign language but try to learn a few words before going such as "please", "thank you", "good morning", "where is the toilet", "will you give a poor old American a discount". Most workers in the tourist areas speak some English. Many are embarrassed by their accent, but a few smiles and compliments usually yield excellent results. If all else fails one can usually find a teenager to translate ---- most teenagers speak some English.

One challenge with traveling around Europe is dealing with the different currencies. Most the countries in the European Union (except the UK) have agree to start using a single currency, the Euro. The exchange rate between the local currencies and the Euro has been fixed and most prices are quoted in Euros as well as the local currency. One Euro is currently worth about \$.90 so it is fairly easy to translate prices to US dollars. Unfortunately, the Euro currency will not be available for a couple years so one still has to obtain local currency; Lire in Italy, Schillings in Austria, etc.

It is wise to use credit cards wherever possible because the credit card companies give the best exchange rate. Local currency can usually be obtained from an ATM where the exchange fee is typically less than one percent. It is best to use a debit card at the ATM because there is no interest charge like there is if one gets a cash advance with a credit card. One should also carry some US dollars and travelers checks that can be exchanged at the local moneychangers if necessary. Unfortunately, the moneychangers typically take a three or four percent cut which is why they are the last choice. The tollbooths on the highways accept the currency of the neighboring countries. This is a convenient way to get ride of remaining currency from the previously country visited. The tollbooths also accept credit cards.

Some travelers exchange some money in the US so that they will have local currency when they arrive in Europe. This is not a good idea; the fees and poor exchange rates in the US result in a loss of ten percent or more. This goes for local banks as well as moneychangers at US airports. There is no problem obtaining local currency upon arriving in Europe. It is a good idea to carry some small US bills that can be used for tips if necessary before one has obtained local currency. No one seems to object to receiving tips in US dollars.

I started this trip in Rome where the major historic area is shaped like a box roughly one mile by two miles. This box includes the Coliseum, Forum, Vatican, Pantheon, Trevi Fountain ("Three Coins in a Fountain"), many piazzas, historic churches, the train station, etc. It is easy to walk from one interesting place to another. One seldom goes more than 100 meters without seeing something of interest. For males, there is usually something of interest every few meters. Subway lines run on two sides of the box making it easy to get around quickly. I stayed with a

niece who lives in the suburbs and works at the US Embassy. She took me to the embassy when she went to work and I was able to walk to all the major sites from there.

Europe has excellent train service. If one is visiting the historic parts, it is convenient to stay in Hotels in the inner city and use trains to go between cities. The trains are frequent, clean, and on time. I took the Eurostar (the highest-class train) from Rome to Florence. This non-stop trip took about 90 minutes and cost about \$30. The cars are very clean and my car was non-smoking. I was able to walk the couple hundred meters from the train station to my hotel. (Suitcases with wheels are a must. Also, one should carry the absolute minimum possible. For example, socks can be worn for at least a week before washing if they are turned inside out every day. There are also laundromats in most of the cities. One should avoid using hotel laundry services because the charges are typically more than the cost of the item being laundered.) The historic area of Florence is very small --- maybe one square mile. It was easy to walk to all the important sites.



Eurostar at Termini Station Rome

I also took a train from Florence to Venice. The Eurostar was booked so I took the Eurocity train. The trip took a little over three hours --- about a half hour longer than the Eurostar because there were several stops. Venice is a city composed of many islands. The train station is on the landward side of the biggest island -- the island that has most of the tourist attractions. Autos are not used in Venice; all transportation is by boat via the canals on the islands and the bay between islands. The main island is about two miles by one half mile with the Grand Canal running down the center in the longest direction. My hotel and the train station were on opposite ends of the Grand Canal. I took a waterbus to the hotel. This cost about \$2. I could have taken a water taxi ---- a small boat with an outboard motor --- but that would have cost about \$50. A 45-minute gondola ride costs \$75 in the daytime and after

7 PM the price increases. Those prices lead me to conclude that the boat operators have a very strong union.



Grand Canal in Venice

Italy was full of tourists this spring and everything was very expensive. Low quality hotels (several steps below a Holiday Inn) were about \$200 per night with breakfast included. A cheap dinner cost \$20 to \$40. Wine was about the only thing that was cheaper than in the US. In most cases, the house wine costs the same as bottled water. If one drinks wine instead of water, the \$40 doesn't seem so bad by the end of the meal.

I rented a car in Venice to travel to Paris via Salzburg and the Black Forest of Germany. I had reserved the cheapest car available --- the rent was about \$150/week with unlimited mileage. However, there was also mandatory theft insurance at about \$300/week. The reason for this is that the Italians don't bother to investigate theft and, even if a thief is caught, they don't bother to prosecute them. It is a different culture. Hertz upgraded my car several levels at no cost. They had a car from France with less than 2000 km on it that they wanted to get it back to France before it was stolen, stripped, or banged up. This larger, more powerful car came in handy later in the mountains.

My first drive was from Venice to Salzburg, a distance of about 450 km. It was expressway all the way (Autostrada in Italy and Autobahn in Austria). The highest-level expressways are toll in both Italy and Austria. The tolls were about \$20 for this trip. These highways are similar to expressways in US cities. There is no separation between the two directions, just a barrier --- typically a guardrail. These roads have four lanes or more, depending on the traffic requirements. The trucks are small by US standards and the trucks stay in the right lane except to pass. If there are three or more lanes in one direction, trucks are forbidden to use the left lane. The speed limit is 130 kph (~80 mph) on the expressways. I only saw a couple police in the roughly 3000 km I drove. I didn't see anyone pulled over for speeding nor did I see any accidents. Most drivers ignore the speed limits. I usually drove at about 150 kph (~90 mph) if the road was

dry. These data leads me to conclude that our interstates would be much safer if we removed the speed limits.



Autobahn in Austria

I had a reservation in a small pension (bed & breakfast) on the outskirts of Salzburg. The place was very nice at ~\$50/night. When I arrived the owners were gone but the woman's father was there. He said he couldn't speak English but managed to tell me he was 70, had got sunburned skiing in the morning, and explained how to find free parking on the edge of town and how to take a bus to the city center. (I guess this shows that I can understand Austrian since he didn't speak English).

The park and ride was very useful because there was no place to park in the city center. When I boarded the bus and tried to purchase a ticket the driver inquired if I wanted a return ticket --- a round trip is about 1/3 cheaper than two one way tickets. I took three of these roundtrips. The operation is very interesting --- no one checks if you have a ticket. You can get on, sit down and ride. There are signs that I think say that you get fined if the inspector finds that you don't have a valid time stamped ticket. You are supposed to inset your ticket in a box that time stamps it when you board so you can't reuse the ticket later. If your trip requires multiple buses, you stamp it at the start on the first bus. I observed many people boarding without stamping a ticket. (The trains use a similar time stamp operation --- you are supposed to time stamp your train ticket before you board. You are subject to a fine if the conductor finds that your ticket is not time stamped.)

Salzburg, the birthplace and childhood home of Mozart is a beautiful very small city below a huge castle built in the middle ages to protect the ruling princes. The city center is about four blocks by ten blocks and has many modern amenities such as an Internet Café and a McDonalds. Much of the movie "The Sound of Music" was filmed in and around the Salzburg.

One day I took a loop drive of about 50 km into the nearby Bavarian Alps of Germany that passed ski slopes (in use) and the road to Hitler's Eagle's Nest. The Eagle's Nest is

now a restaurant. Unfortunately, it doesn't open till mid May so I couldn't go up there. I stopped at another restaurant where I could see from below that the Eagle's Nest was under many meters of snow. I had a little trouble actually getting into the restaurant because the parking area had piles of snow and between the piles were overfed undressed old Germans on lawn chairs sunning themselves. That didn't help my appetite. Inside the restaurant wasn't much better. The folks at a nearby table had a huge dog -- at least 150 pounds. (It is normal in Europe take dogs into restaurants and hotels). They had ordered a meal for the dog also. Fortunately they held the plate near the floor for the dog to eat instead of letting him eat from the table. That didn't help my appetite either. As a result I was only able to eat one large piece of apple strudel with whipped cream.



Hungry Diner in Restaurant

Before leaving Salzburg I filled the car with gasoline. That was a shock ---- about \$4 per gallon. Crude oil is actually cheaper in Europe because it is closer to the source; the high cost of gasoline is because of the taxes. (There is an active green movement in much of Europe supporting high fuel taxes to discourage driving.) The price was only part of the problem. I couldn't figure how to unlock the little door to the gas cap. There was no button on the floor or dash that unlatches it. The instruction book was in French (a Renault) and had poor illustrations. I asked the young attendant for assistance. He said no problem --- he could show me. After about ten minutes he muttered something about the stupid French and left. I finally discovered a two-way switch above the rearview mirror. One direction locks the doors, trunk, glove box and gas lid. The opposite direction unlocks them all.

The next stop after Salzburg was Vaduz, Liechtenstein. The route from Salzburg passes through about 100 km of Germany and then back into Austria for about 250 km. There was no toll on that stretch of autobahn in Germany. The 250 km stretch in Austria cost about \$10 toll and they insisted that I also buy a road permit to stick on the windshield --- another \$10. It is useless to argue in a

situation like that. When you try to object, they no longer speak any English.

I was surprised to find a manned post at the Liechtenstein border where passports were inspected. Most borders in Europe have no traffic controls; most are similar to our state borders. I had to show my passport before leaving the US, upon entry into Europe, at hotels in Italy and when entering Liechtenstein and when renting a car. Elsewhere, the hotels were only interested in a credit card. The Liechtenstein border guard also inquired if I was going into Switzerland. I said I was to which he replied that I would have to buy a Switzerland road permit (\$25) -- -- another sticker for the windshield.

Liechtenstein is a neat little country with snow covered mountains, steep hillsides, small towns, no expressways, and less than 50,000 people. The principle business is banking (tax avoidance). The nearly empty hotel in Vaduz (the capitol) was very expensive. Meals were even more so --- about \$50 for a meal that made McDonalds look good. Unfortunately, there wasn't a McDonalds.

From Vaduz I entered the east side of Switzerland, traveled north and then west and exited going north into Germany. The autobahn in Switzerland was toll free but of a poorer quality than in Austria and Italy. There was a border station at the exit from Switzerland where they verified that I had that \$25 sticker. (Before then I was kicking myself for not telling the border guard in Liechtenstein that I changed my mind and was returning to Austria --- I thought I could have avoided the \$25 sticker and went to Switzerland anyway.) A short way into Germany I left the autobahn for the last 50 miles to Triberg, my destination in the Black Forest.

Editor's note: Thanks again to Nelson for this series.

The Black Forest next month...

Early TR Man



By Bruce Clough

May 2000: By Bruce Clough

Bits & Pieces About The "New" TR7 In The Clough Stable

Okay, so it's not new. Heck, it's new to us – doesn't that account for something? This is my pay back to Alice for the Silver TR7 I sold to Ron that Alice liked, but this one is in much better shape. No rust – ever!



"Inca", Our Yellow TR7 Languishing In The Garage Next To The 64 Merc (For Sale If Someone Needs A Classic Tow Vehicle!)

British Labour, Gotta Love 'Em

Now British Leyland was never known for getting along with it's unions, and British Labor has never been known for being real neat, so quality control can be found, er, lacking, shall we say. This means that you can find interesting items under the rug and in the trunk – if it's an original car. In our '79 TR7 coupe (now owned by J&B Hartley) I found gobs of pop rivets and washers under the carpet. Although this car isn't new, the original owner never pulled up the front carpets or opened the spare tire compartment, thus the car was ripe for exploring. Foot wells were a disappointment, no washers and only a couple of pop rivets. The spare tire compartment was a bit more interesting, yielding this harvest:



The Haul From Cleaning Out Under The Spare Tire

Three screws, some sort of square rubber plug, scrap piece of trunk weather stripping, and a pull-tab (haven't seen one of these in years!). The weather strip I've seen before in the '79 (probably the same lazy-arsed person did this car too), screws were to be expected. Tab is probably from a "VAT-21" can (a bit of Bitters for the line?), but the rubber plug is a mystery. I haven't seen something like this on a TR7, FHC or DHC. It's rectangular with a round plug-like extension on the bottom, and sports fake leather grain on the flat surface. Any ideas? I wouldn't put it past some worker to have thrown in a part from another Leyland car just to make someone ponder this later! It's working....

Spontaneous Rodent Combustion – Almost

This car almost didn't make it to us. What do I mean by that? Simple...let me explain:

One of the first things I did after pulling Inca into the garage was to check out the electrical system. This is what I do with any car I buy. Why? Probably because I'm an electrical engineer by training and I feel comfortable starting there, or could it be my inherent trust of anything Lucas? Probably I want a few small victories (like getting electrical gizmos working) before I touch things like combo water/electric chokes!

After the check I had found these items non-functional:

- Interior Lamps – Instrument (all), Hazard Warning Light, Fog Lamp Switch Light, Trunk Lamp
 - Exterior Lamps – A License Plate Lamp, Fog Lamps
- “#%&@*% Lucas”, that's what I muttered under my breath. The instrument lights were intermittent (could that have been the wiper switch instead?). Most of these were a quick fix, but the instrument lights were traced to a bad switch. Off came the panel and wha-la – mouse nest in the wiring. A quick inspection showed the mummified remains of the dweller were within. I also found burned wiring on the fog lamp circuit, some evidence of nibbling on thick wires, and nesting materials in the headlight switch. Hmm, looks like we can't blame Lucas this time, unless I name the mouse "Lucas".

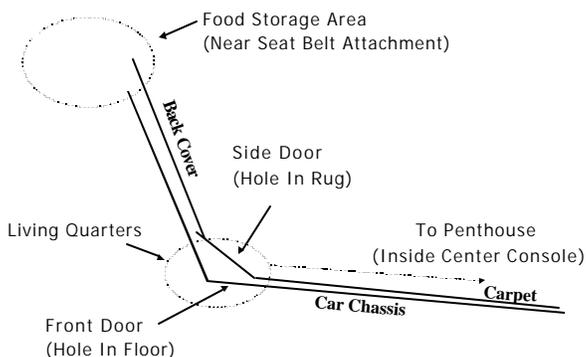
I really have to wonder how this car never burnt to the ground. Big honking hole in a brown ('N') wire insulation, bare ground, melted plastic, and all that cotton nesting material. Seems like a weenie roast to me. My only guess is that the battery was almost gone.

Repairs brought back the instrument lights, but the fogs still don't work. Another story for another month here....

Post Mortem:

I had to replace a top cover snap on the back upholstery panel, you know how that goes – I had to pull apart about all the car to fix it. While doing this I found more mouse evidence, in fact, I've established that this was part of a mouse housing complex. That mouse had his main home under the carpet behind the passenger's seat where there

is a hole (someone forgot a plug, gee, fancy that build quality) in the floor pan. He/she had a food stash underneath the back cover, and a nice hole in the carpet where they could get to the Center Console Penthouse. See State's Evidence #1.



Failed TR7 Housing Experiment

States Evidence #1: Mouse House looking toward the driver's side from passenger's side.

I've always considered mice industrious. In this case I think incendiary might be more appropriate!

TR7/8 Web Sites

I pulled the following from a TR7/8 email list posting by Odd Hedberg (his particulars: International liaison secretary, Triumph Club of Sweden. E-mail: odd@triumphclub.se / odd.hedberg@bigfoot.com Club URL: <http://www.triumphclub.se/index.htm> Home Phone/Fax: Int+ 46-1731 7131 / 46-1731 8131, Geographical Position: N 60deg 15min E 18deg 23min). Odd was replying to someone wanting to know Wedge web sites, he wrote: this is the data I've collected regarding the various vendors:

Ted Schumacher / TS Imported Automotive

404 Basinger Road, Pandora, Ohio 45877 USA
Phone (800) 543-6648 Fax (419) 384-3272
E-mail tedsimx@q1.net
<http://www.tsimportedautomotive.com/>

Sherwood "Woody" Cooper / The Wedge Shop, 111

Dean Street, Taunton, Massachusetts 02780 USA
Phone (508) 880-5448 Fax
E-mail wedgeshop@aol.com <http://>

The Roadster Factory, PO Box 332, Armagh,

Pennsylvania 15920-0332 USA
Phone (800) 283-3723 Fax (814) 446-6729
E-mail: TRFmail@aol.com <http://www.the-roadster-factory.com/>

Victoria British Ltd / Long Motor Co.

PO Box 14991, Lenexa, Kansas 66285-4991 USA, Phone (800) 255-0088 Fax (913) 599-3299. E-mail <http://www.longmotor.com/vbhead.html>

Rimmer Brothers Ltd

Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA, United Kingdom
Phone Int+44 1522526200 Fax Int+44 1522567600
E-mail export@rimmerbros.co.uk
<http://www.rimmerbros.co.uk/>

S&S Preparations Ltd, Oakdene Sportscar Centre,

Stubbins Lane, Ramsbottom, Bury Lancashire BL0 0PT, United Kingdom
Phone Int+44 1706824327 Fax Int+44 1706821550
E-mail sales@ss-preparations.co.uk
<http://www.ss-preparations.co.uk/>

Wedge Mail list archives, where You find "the mother load" <http://www.listquest.com/goto/tr7>

World Wide Wedge home page

<http://www.team.net/TR8/>

TR8CCA home page

<http://www.team.net/TR8/tr8cca/>

The Wedge E-zine

<http://www.team.net/TR8/mp/html/ezine.html>

Cincinnati British Car Show

For those of you who read this and live near Cincinnati, you probably already know this stuff, for you other Ohioans, if you want more info on the Cincinnati car show in July, go to <http://members.aol.com/bccgc2/BCD2000.htm>

Yes, Bruce is going, now with at least two cars, and one of them is not the Merc...

Fall Tour Options

I'd like to get your opinion on what we should do for the fall tour. It's been suggested that Metamora, Indiana might be a good place. What I'm thinking of is going to Metamora, then back to the northwest side of Cincinnati for dinner. Any suggestions?

For Sale, Or Auction?

Speaking of the Merc, as you might have heard, it's for sale, or maybe trade. Heck, I now need to be thinking about a car for Bridgett, so if you want to trade for a TR7, Spit, or Herald (The TR7 could be a hardtop, as long as it's not a Victory Edition!). If interested, Give me an email at clough@erinet.com.

Bruce

Murry's Moment

Editor's Note: Murry was "on holiday" in England during the last part of May.

We expect some feedback in July's newsletter!

Talking 'bout my restoration...

Bob Klips and his 1960 TR3A Registration

Number TS 69296

PART ONE: LOVE AT FIRST SIGHT

I am not a "gear-head." I am a botanist. Except for my VW Vanagon pop-top camper, which is more of a tool than a car, I don't even like cars. Much. But one car captured my imagination in 1965, during my teenage years. A neighborhood "big kid" who lived across my suburban Long Island street, Bobby Williams, had a white TR3 "small-mouth" with a blue racing stripe. Low and little, tough-looking with a quaint Spartan absence of door handles, he gave me a few rides in it. That was a bigger thrill than any amusement park ride. Part of the excitement may have been the sense of having "come of age," and been asked along on an adventure by a driver who was almost a peer. In Dymo Labelmaker on the glove box lid were the words "Abandon hope all ye who enter here." The car roared and bounced along like an old metal roller skate. Parked in the street in front of his house, Bobby didn't mind my sitting in it on occasional evenings, pretending to drive. He eventually offered to sell me the car for \$400, but I wasn't old enough or confident enough to picture myself owning such a dream machine, nor did I have the money. He replaced the tachometer once and gave me the old one, which I kept for many years as a souvenir. The TR3 is so incredibly beautiful that ever since my rides with Bobby Williams I wished for more contact with one, but never thought actually to investigate the possibility of owning a TR. About 10 years ago on a whim I looked in the Yellow Pages for a Triumph dealer. I was disappointed when I didn't find one, but I had no idea it was because they were long out of business. So the TR was just a memory until a fall afternoon two years ago when, as I was standing in my front yard I glanced across the street and a few houses westward, I was stunned to see a rickety-looking red TR3A in a neighbor's driveway with a "FOR SALE" sign on its windshield.

Maybe as a result of her years as a critical-care nurse, my wife Bonney has a philosophy of not putting off important things. During our 20 years together she had seen me get excited on the few occasions we'd spotted a TR on the road and so on this nice fall day in the approaching autumn of our lives, as she reckoned we couldn't not buy this car. Fate had put it in my lap! The fact is there were a lot of reasons not to buy the darned thing. It cost almost 10 times as much as the one Bobby Williams tried to sell me, and needed a lot of work. The owner, Mark, had the car for several years, obviously knew his stuff, and had put a lot of time and parts into it. He also reported that the

previous owner rebuilt the engine. (Subsequent experience with the engine caused me to suspect that the referenced rebuilding, if done at all, was performed in a very unprofessional manner. While replacing an oil pan gasket I found two glaring defects: excessive crankshaft end play, and the oil pickup screen installed upside-down, denting the oil pan.) According to Mark, his experience shopping for vintage cars and finding them to be of much poorer quality than their ads indicated, revealed his car to be a lot better than others on the market with a similar price tag. He seemed genuinely sad to part with it, necessitated by a planned out-of-state move. Regrettably, I now doubt that it was worth more than half his asking price, given all the problems I've encountered. However, I also know I would not have gone out of my way to get a TR, so in a way the extra cost is "Fates Finder's Fee," Here was a TR3 that could be mine! What else could I do? Actually I didn't need to agonize over the decision, since Bonney secretly negotiated and executed the purchase, and when I was about to say we should maybe, just maybe, begin to consider the car, she grinned broadly and handed me the title! This was about an hour after "first glance," and one more reminder that marrying Bonney was a great idea!

When I got it, the car was red, with paint so rough it may have been brushed on. There were rust holes clear through the dogleg panels above each rear fender. I soon learned that's what called "rust in the usual places!" The fenders were held on with a few bolts only, and the little cages that were to hold the square nuts were long gone. There was no convertible top (but there was a frame for one), no carpets, no air filters, no heater, no speedometer cable, and no parking brake cable. A sheet-metal hand-crafted battery box crudely replaced the rusted out original one, and the floor was a home-made sheet metal job, pretty well done thank goodness. The side curtains were badly deteriorated and discolored. The tires were old, brittle and bald. The steering was very stiff due, I found out later, to a frozen steering idler lever (Mark said "TR stands for 'truck,' they're famous for being hard to steer!") The wiring was a tangled spaghetti-like mess of ancient brittle medusa-hair that could be lifted out of the engine compartment like the intestines of my biology lab dissection specimens. And that's just the obvious bad stuff. But what spoke in favor of the car was an appraisal of Mark's character that told us he was truthful in his opinion that the car was sound and fairly priced. Also obvious was evidence of his earnest efforts to restore the car for himself --receipts for work done so far, and a bunch of body trim and other parts with TRF packing slips in his name. The motor started easily and the car was driven straight into my garage. Within a week I had license plates and insurance, because, no doubt.. I was going be driving it to work real soon!



TR3A DAY ONE

PART TWO: REALITY STRIKES

I inspected the car bit by bit, and realized that, to be roadworthy, certain systems --brakes, suspension, electrical --would have to be scrutinized carefully and brought up to snuff if found deficient. Intuition, which played a major role throughout the restoration, told me my first order from Moss motors (TRF was out of stock) would be a wiring harness. After it arrived I took a few days just to convince myself that this macrame project gone, uhm, haywire was even the correct one for this car. It was correct and, slowly but surely, with grateful acknowledgement to Sir Frederick Multimeter (inventor of a useful diagnostic tool), it got installed O.K. I had to buy a few connectors and wire to fashion my own "secondary harnesses" extending between the lights and the main wiring harness. Long after my high school ham radio days I got to do some soldering again. Solder is rich in lead, a metal known to cause brain damage, but eyem veree heppeee to cey it kawzed no harm et awl.

Next came a brake inspection. Yikes! Removal of the rear drums revealed shoes so old that the curved fibrous (asbestos?) pad parts had entirely separated from the metal shoes. I was glad I checked, as that could have caused the wheels to seize while the car was being driven! TRF sent me new shoes, and I rebuilt the slave cylinders at the same time. The front disk brakes got similar treatment a few weeks later. The brake replacements went OK except that I couldn't quite install one last piece of metal ---the spring plate, or locking plate, or distance washer (I forget which). Even though it may seem foolhardy to leave out brake parts, the cylinders seem firmly enough attached, and I really cannot jam that extra spacer in! (Here and elsewhere I'm pointing out oddities and problems, in the hopes of receiving comments and advice.)

Tires were a little complicated, and served as an early warning that getting a 40 year old car up and running was

not going to be simple. I just needed to buy them and get them installed. I went from one tire shop to another --Pep boys, Goodyear, and Firestone --but none of them could do anything with tubes and wire wheels. Finally a local NTB shop said they'd install and balance tires I bought from them (165-15 tires like for a VW bug) if I provided the 3 tubes. Then I special-ordered through NAPA, and I brought them to the NTB place with duct tape and baby powder to ensure installation without chaffing. They did the job fine, this time...but see below.

About a half-inch of up-and-down free play in the front wheels told me the suspension system needed attention. Sure enough, the inner lower wishbone arm bushes, a plastic or nylon material, were worn practically to the point of non-existence. A TRF "re-bushing kit" took several weekend work sessions to install, with LOTS of wrenching, of both the Liquid and solid versions, required to completely remove the front suspension. I home-made a spring compressor with threaded rod and spacers from Ace Hardware. Something "funny" here: the two arms of the front lower wishbone assembly (identical anomaly on both sides of the car) didn't seem to come quite close enough together to touch the bottom trunnion without some force being applied. I had to tighten the castellated trunion nuts more snugly than seemed right to make the arms come flush against the trunnion. But after re-assembly the arms do swing up and down OK, and nothing seems bent or rusted, so it passes "inspection." Here's an aggravating and amusing anecdote: several important and rare bolts and brake parts neatly stored in a plastic bag were left carefully on the garage floor immediately behind a lawn mower. A member of my household used the mower to do a late-fall leaf mulching, and in so doing inadvertently dragged the parts bag outside under the mower and never noticed it. Upon starting the mower, the parts were launched across the lawn, unobserved! Weeks later on what was supposed to be Happy Suspension Reassembly Day, I had a psychotic episode looking for these parts in the garage where I left them. I even went so far as to clean and organize the place! I finally formulated a desperate "squirrel stole parts to line nest" theory, bought replacements from Moss Motors and actually installed them before springtime when I discovered the original parts hiding in my grassy backyard. I "returned" some of the original parts from my car to Moss Motors with an embarrassed explanation..."Just this once," they said. Overall the suspension job was my first "invasive surgery," and a confidence-builder that let me know the TR is a friendly car that eventually yields to wrenches and ingenuity (unlike the Vanagon...grrrr). With dozens of opportunities for dead-end frozen parts and stripped bolts, everything actually came off and on...not with ease, but with earned results.

TRF had a "free dividend premium" for orders over \$500 -- a steering column switch (horn/directional ring) that I needed. So I picked up a convertible top and two dogleg panel body parts (one per side) that flank the gas

tank/rear bulkhead and to which the front portion of the rear fenders attach, and got the switch free. It installed fine but I discovered that the long steel tube through which its wire extends between the steering wheel and the steering box is fractured and may break soon. I'd like to have it welded or replaced..in the meantime I signal delicately. And twice so far a horn-honk became a permanent affair, when a brass washer that functions as a switch contact inside the horn ring became unglued and lay against the mating contacts. I think I got it held in place forever this time using Epoxy (hot-melt glue didn't last long).

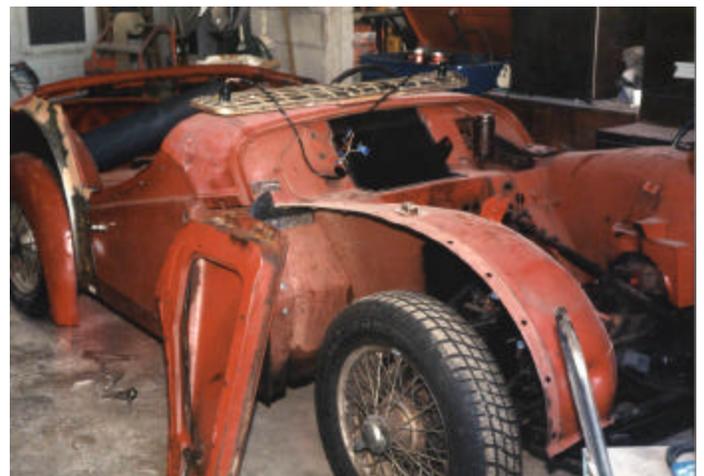
The suspension job afforded me a partial understanding of the steering system, and the discovery that the idler lever (little hinged contraption, right-hand side, that tie rods ride on) was practically immovable, the reason the steering was very stiff. I freed it up with two kinds of grease, elbow and petroleum, which eased the steering. A few months later, troubled by too much steering free play and figuring the wobbly-looking idler lever was the culprit, I ended up installing a new one. This was probably a waste of money

4 because the new one is wobbly too, and I later found that tightening the steering box rocker shaft adjusting bolt practically eliminated free play. But there's another "funny" thing here: wheel alignment. When the tie rods were adjusted according to specifications (7.68 inches long), alignment was clearly way off, with wheels splayed noticeably outward. I don't know why. With yard-sticks, plumb-bob, tape and string, I fashioned a crude wheel alignment system and achieved the required 1/8 inch toe-in. The car steers pretty well, with no "pull," although the steering wheel doesn't readily straighten out after turning. I wonder what's normal for this car, steering-wise.

The TR3 has a fairly primitive braking system, with no redundancy (dual master cylinders) or warning lights like those on modern cars. Accordingly one wants to be sure that the few parts that are there are A-OK. I decided to renew some parts as insurance against "catastrophic failure." Moss motors has two products that seemed a good idea: braided stainless steel/teflon brake hose sets (the flexible lines that attach to the wheel cylinders), and copper-nickel brake pipe sets (the rigid ones that attach to the master cylinders and extend all over the car). I bought and installed both and in the process discovered, as a joyfully affirmation of my intuition, an abraded spot on the pipe extending to the back wheels that harbored a pinhole that actually leaked fluid...my "show-and-tell" for the day! ("Look Bon, here's the old brake line. It has a HOLE in it!")

TR3 fenders and the front apron are bolted on using little pointed bolts that screw into square nuts that are held captive in little welded-on metal cages. Many of these cages were stripped off the apron and fenders, so my first experience with a body shop was to have new cages welded on. The estimate was for "between" \$25 and \$40, and of course the bill was ...\$40 ("between," my foot!). With that done however, it became possible to bolt the car

together and try it out. I had fun driving it, ever so cautiously, around the neighborhood. One of the first interesting events was a severe grating sound when I stopped the car. The splines on the inside of one of the front wire wheels was worn so that it didn't engage with the spline on the hub. Fortunately I had a spare, so it was back to NTB for a switch of the tire onto the spare rim. Driving the car was great fun, but harrowing, due to having 1-2 inches of play in the steering (this was before the steering box adjustment). The body work dilemma. At this point the car was being driven, but it looked pretty bad: mostly faded old red, gray primer, and rust holes in the dogleg quarter panels and adjacent tonneau saddle. Instead of admiring comments, I heard "What the heck is That?" Originally I thought I'd just spray the car red with hardware store cans of Rustoleum. Cheap and effective even if not aesthetically ideal, but this was to be a "driver," and funkiness was tolerated if not welcome. I painted a small section of the rear of the car and very quickly encountered three problems with the Rustoleum plan: (1) winter was well underway --too cold for painting outdoors - -but the first time I tried spraying a fender in our basement the fumes elicited howls of complaint from my family, (2) installation of the new dogleg panels would require me to engage a professional body-shop anyhow, and (3) my initial attempts were really coming out lousy ...Rustoleum isn't car paint, and I'm not a car painter. A friend at work highly recommended an independent car body shop guy who specializes in street rods, Larry Thompson, situated in Waldo. This location is important because it's between home (Clintonville area of Columbus) and work (OSU at Marion), which allowed me to do prep work (mainly disassembly, including engine removal) at the shop during evenings on the way home from work. For his estimate, Larry looked at the car, made one of those funny body shop appraisals involving large sums of money and that colloquial,

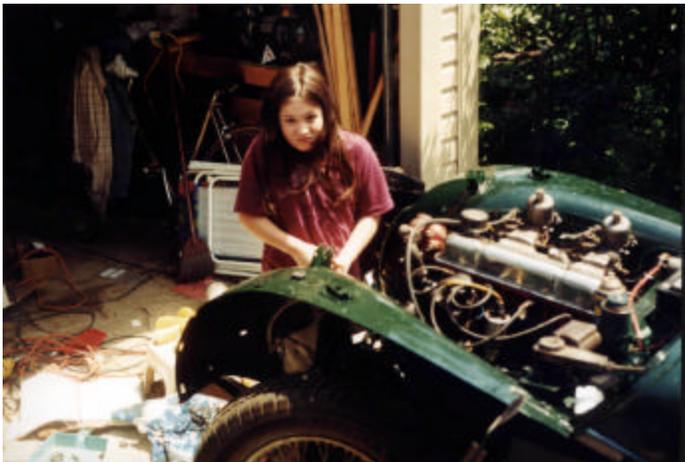


TR3 stripped and ready for painting

5 highly inappropriate use of the word "between," and described a "base coat/clear coat" paint system and also the promise that he'd bead-blast and powder coat my tired-looking wire wheels. The big thrill, and the deciding

factor to go ahead with the (gulp) \$2000 project, later revised to (gulp, gulp) \$2500, was the realization that with a professional paint job, I could have a (yum) GREEN car. Green, the color of plants, those things I'm supposed to be focusing my attention on, rather than little British cars.

Occasional evenings and weekends at Larry's that winter were fun, and hard work. He has a big garage filled with Cameros and snowmobiles. The TR had a place of honor, since I was that rarity, a paying customer. It sat in the middle of the garage and I removed all the fenders, doors, front apron, bonnet, trunk lid, wiring harness and all associated electrical components, dashboard, engine and transmission. Everything went into little bags in big boxes, off the ground and away from lawn mowers. Larry installed the doglegs and a new battery box, and prepped and painted the car, during the spring. All detachable body parts were painted separately. About half the car (the part with wheels) was delivered to my home on Larry's trailer, and the rest came in my van, a happy homecoming. Larry used British Racing Green from a local supplier. He mentioned that the paint was a little weird, as it didn't hide well and it required many more coats than usual. At the present time I wonder about the paint. Larry did a fine job, but the paint seems very brittle and delicate. The new paint job already has several chips from modest travelling on a gravel driveway or gentle accidental taps with metal objects. I expected greater durability. There are a few red areas that bled through and will require touch-up as soon as I can get the car to him. Maybe not the best paint the manufacturer provided Larry, but a real good paint job.



Sara Klips installing parts on newly painted TR3

After driving for a couple months, it came time to have the wheels bead-blasted and powder coated. The tires had to come off, of course. I found an NTB branch that agreed to take on the job, but the staff person who offered that service was mistaken about the skill level of his co-worker. All 4 tire removals using their machine ripped holes in the innertube, and the tires and tubes were given back to me in that condition with a smile, the technician not even having noticed the damage he caused! When I showed what happened, the manager cheerfully reimbursed the cost of new tubes but said I'd have to go elsewhere to

have the work done...no more tube-work for NTB. With the help of a BT member on the internet "list," I found an independent tire shop, E.T. Paul Company on Parsons Avenue in Columbus that did a fine and careful job mounting the tires on my pretty newly painted rims.

PART THREE: ON THE ROAD, WITH QUESTIONS

As mentioned, the car came home in late May with the engine and transmission installed, but all fenders, doors, hood, trunk, dash, gearbox cover, wiring and lights separate. I worked at it for a solid week just after spring quarter ended, trying in vain to get it ready for the upcoming national TRA meeting in Dublin. It was a nice goal that kept me fervently on task, but proved impossible to make, not because of major problems, but just because there were so very many nuts, bolts, wires, and fenders to get just right. All that wrenching and careful fitting takes a long time. Then, after attending the TRA meet as a mere spectator, and regarding with awe how cream-puffy those TR show cars looked, I'm glad I didn't show up with my rustic runabout. More peculiarities...the chrome-colored front fender beading TRF supplied was hard to install. It has a series of metal frame tabs the beading is attached to, that gets sandwiched and screwed in between the front fenders and the various parts of the body to which the fenders attach. In places, the curvature of the beading is determined by the curvature of a few especially long and curved

6 tabs, but the tabs didn't match the curvature of the fender where they had to be attached! I ended up carefully removing the tabs, cutting them into pieces with metal shears, and re-installing them in separated segments to facilitate the insertion of the beading with sufficient flexibility to match the contours of the fender. Also I had purchased from TRF a TR-250 8-blade plastic cooling fan that was supposed to go on backwards and be an improvement over the 4-blade metal one. But either backwards or forwards, the fan got interfered with by the cross-tube, and couldn't be installed. Another cooling system part that didn't get installed, bought sometime earlier, was a fiberboard radiator duct. I'm not sure whether it should be painted and if so what color, or if it's important, or whether the fenders and/or the radiator need to be removed to install it, etc., etc. I've driven 2000 miles without it, so the duct will probably stay hanging on my garage wall forever, unless I'm advised otherwise by you, kind reader. Yet another cooling system oddity: the car has a TR4 electric gauge that is supposed to be wired to a sensor located at the thermostat cover. I wired it but the gauge read very hot when the car was merely at a nice operating temperature. I checked the thermostat and deemed it adequate by watching it open when it was placed in a pan of water heating on the kitchen stove. And I bought a water pump, because during the early road-test days the original water pump started leaking. The new one from TRF works fine, but came with a little problem in its casting that necessitated filing away a contoured portion of the metal in order to fit it correctly. I'd like to get the

temperature gauge going, but in the meantime don't mind at all running blind since I know that every component of the cooling system is fine and fully operational. Listen to me, car: overheating is not an option!

The gas tank was a bear to get in, and it's still not right. When it sits squarely on its metal brackets and is strapped down, the orifice sits substantially forward of the hole on the tonneau saddle where the gas filler cap is situated. So I had to take advantage of the oblique flexibility of a rubber hose connector between tank and cap, and also compromise in the position of the tank, wherein it doesn't fit down squarely on its pads but is instead supported partly by the cap/connecting hose complex. Weird.

Speaking of weird...for some reason (I'm not sure I want to know) the body is, in the rear, shifted a couple inches to the left, so that the left rear wheel is more deeply inset, relative to its fender, than is the right rear wheel. This problem also manifested itself when installing the rear bumpers, as they are supported by oddly bent brackets that match up with bolts running through both the body and the underlying frame...in this case they didn't all quite line up on the left side, so I re-drilled the frame to accommodate the fender bolts and bracket. Looks OK if you don't compare the left and right sides.

This little car uses a lot of oil...about a quart every 300 miles. I don't think it's burning all of it, because the car runs beautifully and there isn't any blue smoke from the tailpipe, except occasionally at start-up. I'm aware that could mean valve guides are worn and am hoping that, if so, I can replace these without removing the head. The next step is a wet/dry compression test to tell for sure. Maybe it's leaking from someplace; my current theory is the rear main seal. I might get a chance to look at the seal soon (barking and balancing a ball on its nose, no doubt...no no no, not that kind of seal!). This is because of a grinding gearbox problem. Intermittently, but very often (about 1/4 of the time) when I'm stopped and shifting from 2nd to 1st in order to take off, the gears grind as if the clutch is not wholly disengaged. I adjusted the clutch slave lever push rod, no effect, and the feel of it suggests the problem is not hydraulic. My hunch is that the clutch driven

7 plate is hanging up on its splined shaft. I recall the day at Larry's body shop when I re-attached the engine to the gearbox and longed for some grease to put on the input shaft, but figured "what the heck, these are old parts with lots of play...they'll slide fine," and omitted it. One of these days the painstakingly installed gearbox cover is coming off again, the gearbox will be removed, and the shaft will be wire-brushed and greased. Maybe I'll notice a stream of oil coming from the rear main seal, and effect its prompt replacement.

Darn the shimmies, and what causes them? Between about 45 and 55 mph the car vibrates laterally, a coarse shaking. Above or below that range, it's smooth as silk...breaking through that shaky barrier is like going into warp speed on the "Millenium Falcon." The tires were

carefully (read "expensively") balanced by experts, but a physicist friend told me that some rotating part must be unbalanced. It feels like it's originating in the back. Are one or both brake drums unbalanced? Do I need to somehow have the wheels balanced on the car? It's unsettling, and prompts overly fast driving just to get over the "hump of shakiness." And while investigating the drive train I discovered that the end play of the rear axles is way more than its supposed to be. With the car on jack stands, each wheel, firmly grasped, can be pushed in and out about 1/8 inch, greatly in excess of the few thousandths the manual specifies. Supposedly there are shims that get removed to solve this, but I'm dubious so much play will go away simply. Moreover, it looks like an awful lot of wrenching to do that job. Darn!

EPILOGUE:

So far the TR adventure has been great fun, but in some surprisingly intangible ways. After the car was maximally disassembled immediately after painting, it was satisfying having it come together like a giant-sized car model. The bags, boxes, and piles of parts got fewer and smaller and, as the car got more and more together, I felt more and more settled and happy. To my relief there were neither lots of leftovers nor many parts missing. It's a thrill to know this complex machine in such detail. It's a transforming process of greater self-confidence to drive this little green overpowered eggshell at high speed, in traffic, and not worry too much about wheels falling off or a brake pedal sinking to the floor, because I trust my senses, intellect and the judgement employed in its careful assembly and repair. Nonetheless, the greatest source of comfort to an LBC driver must be the cotter pins inserted through castellated nuts.

Something must be said about the great catalogues from TRF, Moss Motors, and British Victoria. Many hours, mostly in the evening, were immersed in them. ("Daddy, please read me a bedtime story." "Sure, Sara. Once upon a time there was a nice old car from Britain that had excessive crankshaft end play. It hoped that some nice mechanic with shining wrenches would someday visit its garage and install some 0.005 inch oversize thrust washers!") and most mornings in a strikingly small room with several ceramic plumbing fixtures (sink, bathtub, etc., ... "Daddy..I have to go-o-o-o! Are you reading in there?") I gaze trance-like at exploded views of each system of the car, mentally assembling, repairing, or just seeing how it's all put together. In a way I regret this reading time wasn't put to better use, perusing plant and animal identification manuals or absorbing scholarly works about evolution, but mechanical things are compelling, too. The urge to merge with a machine is irresistible.

Despite all its faults described above: the rough interior lacking carpets, door panels, glovebox or capping, the absent top, the amazing disappearing oil (don't even ask about oil pressure), the mid-speed shimmies, the excessive rear axle end play, the grinding into 1st gear, and the inflated price tag...this car is so much fun its hard

to believe it's legal! Plus, (don't laugh), it's proving RELIABLE! Last week I passed the 2000 mile mark during 5 consecutive days commuting the 80-mile round trip to work and back. I like looking straight up at birds who cross the road or hover nearby, especially turkey vultures. The peppy little car hums along great, and each successive trip is an extra thrill as I catch myself becoming accustomed to driving it, rather than astonished to be doing so! There are surprisingly few Triumphs on the road. Last spring through fall I saw only three TR3's and a TR4, and I've seen none whatsoever this spring (an MG Midget was the only LBC so far). Whenever I see a Mazda Miata or one of those hefty BMW's, I imagine its driver would really like to be driving a TR3, but that he is sadly burdened with better judgement! I'm enjoying the rides, with exhilaration and relief that it feels safe enough that it's not a guilty widow-making, teeth gritted and knuckles white, experience. The car, which we've named "Winslow," is idiosyncratic, and knowing all its quirks is turning out to be especially intriguing. Paradoxically, a car that's got many things wrong with it is a great gift, because it is intellectually engaging. There's simply a whole lot going on that the driver can grasp and work with mentally. Why does it take so long to start the engine after it's been sitting for a few days? When does the gear grinding occur? How can I shim those splines and avoid the hefty cost of new hubs and wheels? Will it rain today? Who will I hire to install the convertible top? Where (for the umpteenth time!) is the darned coach-key so that I can open the bonnet and add oil? An ancient car is more responsive to the environment, making the driver's world more textured, relevant, and intricate. Ganglia of neurons form into little chat rooms in my head working day and night on the topics mentioned above. Psychologists have found that continued intellectual activity later in life keeps the brain healthy and staves off dementia. Hmm. I hope to keep commuting with the TR, gradually finish the trim work, and keep my fingers crossed that the various faults turn out to be relatively minor. If not, I'll try to get another one, since one thing I've learned for sure (besides the fact that maybe I am a gear-head) is that this car model is too poignantly beautiful to live without. I want always to have a "driver" TR3.

Bob Klips 192 Richards Road Columbus OH 43214 614 267 0901 e-mail: klips.1@osu.edu

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.

FUN CAR



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

For Sale: 1968 Triumph TR250. On-frame restoration completed in 1997. Viper blue with 2 white stripes. White top and tonneau cover. Overdrive and down draft Webers. Alarm system with pager and motion sensor. AM/FM CD radio. Over four years of restoration (they're never done, are they?), too many new parts to mention, have most receipts. Multiple show winner. Drive anywhere, very dependable. \$14,500 OBO.

740-344-3388 (home) after 5 pm. 740-927-3340 (work) 8-4:30. Mark Mortine nerktriumphtr250@yahoo.com

P.S. **Looking for Mini.**

Additional parts for sale:

TR250 4 steel wheels \$150.00
TR250 hood, needs minor repair \$150.00
TR250 passenger door, minor dent \$50.00
TR6 motor \$250.00
TR6 transmission \$300.00
TR6 rear end, needs minor repair \$100.00
Miscellaneous parts \$100.00

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

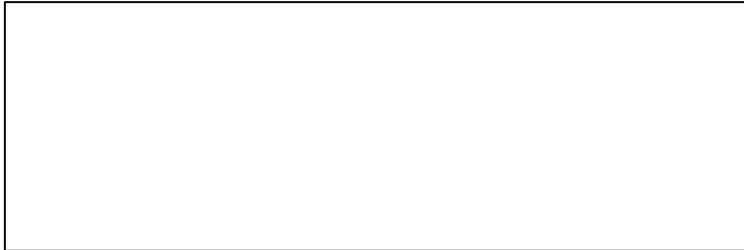
Doug's Parts
614-878-6373
Braden.13@OSU.edu
<http://www.triumphparts.com>

Buckeye Triumphs – June 2000

Don't forget to visit us at

www.nextek.net/BuckeyeTriumphs

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



Buckeye Triumphs Newsletter – June 2000

Next BT Meeting Tuesday 6/6/2000:

BT Social/Business Meeting at the home of Sunny & David Rempe, 5330 Derringer Dr, Westerville, OH
Email: Hornjungle@aol.com 614-980-2231 Details inside! A map is enclosed later in the newsletter