



Buckeye Triumphs Newsletter

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

June BT Business Event – Tuesday, June 4th

The June BT Business/Social Meeting will be hosted by Jim and Margo Washburn at their home on Tuesday, June the 4th @ 6:30 on June 5 at 6:00 (or whenever you can get there) They will be providing drinks and munchies, so this is a “bring your own sandwich” event or order once you get there.



To get there, go to Rt 161 and Ponderosa, which is 2 lights east of Cleveland Ave and 2 lights west of I-270. Turn south into Minerva Park. Ponderosa curves west (to the right) and becomes Kerrwood. Travel west on Kerrwood to our court, 2877 North Lake Court, the first court on your right. Their house is on the left side of the court,

TRA 2002 June 12, 13 and 14, 2002 Wadsworth, Ohio

The Triumph Register of America National Meeting will be held on June 12, 13 and 14, 2002 in Wadsworth, Ohio. This will be a celebration of 50 years of Triumph marking the time since the first Triumph “Sports” was shown at an historic auto show. TRA 2002 will consist of a Concours D'Elegance, Participant's Choice voting, road rallies, tours, a “Funkhana”, technical sessions, parts auction and an awards banquet. Registration for the event is \$65.00 (for TRA members) and checks should be sent to Becky Hartley, 231 W. Washington Street, Nelsonville, OH 45764-1138. The host hotel is the Holiday Inn Express, 213 Part Centre Drive, Wadsworth, OH. Phone # (330) 334-7666. Room rates run from \$65.00 to \$99.00 per night.

For those who may not know, TRA is a national TR2, TR3 and TR4 club, which was founded in central Ohio in 1974. TRA was created to “preserve the marque” and to enjoy side-screen TRs. Within the last few years, TR4s were voted into the mix and a separate Judging Manual was created. Other TR models (and their owners) are welcome at the National Meet and all local events.

Sprint Vintage Grand Prix - June 14-16th at Mid Ohio Sports Car Course



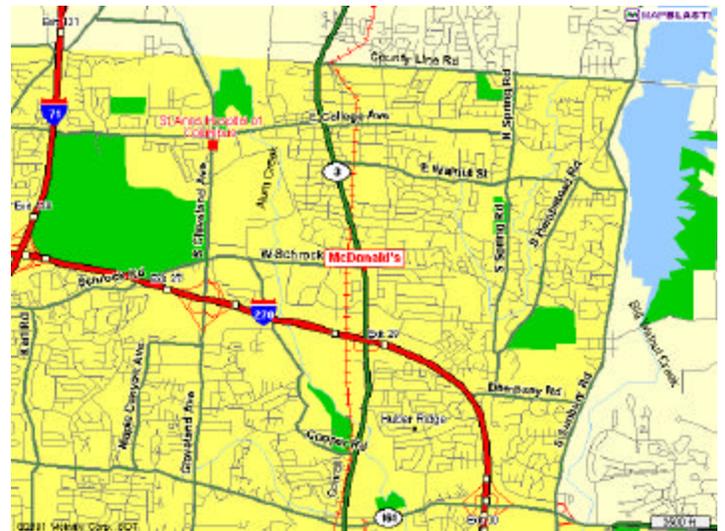
Over 300 historic racing machines rev up old rivalries in 10 Sportscar Vintage Racing Association Group races. The action is capped off by a thunderous historic stock car race featuring the raw horsepower of NASCAR cars in their original paint

schemes.

Visit www.midohio.com or call 1-800-MID-OHIO. Special ticket pricing is being offered to Triumph owners ordered by June 13, 2002

Off-track activities include Saturday's Fourth Annual British Car Showdown and Sunday's annual Concours d'Elegance car show. Triumph will be the featured marque of the weekend. Kas Kastner, of Triumph racing fame, will serve as the Grand Marshal.

Our fearless leader, Bob Mains, will lead a caravan on Saturday, June 15th from the McDonald's on 662 South State Street in Westerville (just south of Schrock)



Departure will be at 8:00 AM. Get there early for your breakfast. See you there!

20th Annual Immke Classic Auto Show & Cruise-In - July 5th and 6th

If you haven't done so already, make plans to attend the 20th Annual Classic Len Immke Auto Show and Cruise-In hosted by the Arthritis Foundation on July 5th and 6th at the Dublin Metro Center. On Friday evening, July 5th, the parking lot will

fill up with nearly 1,000 show and street cars of every description. The Cruise-In starts at 5:00 PM, but from past experience, you need to be at the Metro Center by 4:00 PM to park with your friends. Friday night's entertainment is "Memories of Elvis" by one of the world's greatest Elvis impersonators, Mike Albert. (Don't forget to bring your portable comfy-chair.)

On Saturday, the show starts at 9:00 AM. Buckeye Triumphs will host a Triumph Show-Within-A-Show and we will conduct the concours judging for the various TR awards. Entertainment during the afternoon will be presented by CS Sound and will consist of music and silly games. (Be sure to take part in the micro bikes race – it is a real hoot!) After the judging, a parade of first place winners takes place. (Shine those cars because 1st place winners just might get a kiss from a comely lass as she presents you with your award. On the other hand, you might just get a handshake from a toad!) On Saturday evening, the featured entertainment will be Phil Dirt and the Dozers, a nationally-known 50's and 60's retro rock group. (You will need your comfy-chairs, once again.)

If you have somehow missed the registration flyers, mailings or badgering by Murry Mercier, you can get more information by calling (614) 876-8200 or you can access www.arthritisautoshow.com. Plan to attend both Friday and Saturday. The weekend package is \$30.00 and includes a free T-shirt. (If you register before July 1st, the weekend package only costs \$25.00.) The Friday Cruise-In costs \$15.00 and the Saturday Car Show costs \$20.00.

The Len Immke Classic Auto Show is one of the best auto events of the summer. Don't miss it!

Editor's Corner

Lots to review for the month of May! Our month started with a 90-mile drive from Columbus to Granville (*we obviously took the "long way"*) and a barbecue at the home of Paul & Jill Griesse. This was a "TRial Run" for the fall event to be held at this location. There was quite a bit of planning for this and I was out of town the week before, so much late night boiling of eggs and mashing of avocados took place the night before. Oh yes, many of you wanted my Guacamole recipe – please understand that this is something that I have just "made up" over the years, but everyone seemed to enjoy it:

- 2 or 3 "ripe" Avocados
- one small sweet onion – or 2 bunches of green onions
- 2 ripe tomatoes
- "Pace" medium picante sauce
- First – peel and seed the avocados, place in a bowl
- Using a pastry blender, or whatever tool you like, smash the avocados
- Dice the onions – place in the bowl
- Chop the tomatoes – place in the bowl
- Stir the mixture to blend, then add the picante sauce to taste (probably about 1/3 cup or so)

Serve the mixture with your favorite corn chips!

(While we are on the subject of recipe's – I'm looking for a good gazpacho recipe as tomato season draw s near)
I became chef for the event – and cooked the burgers and brats – it was only after the event was nearly over that I realized that I forgot to take any pictures! I did get one shot as Jim and Gayle were leaving:



The TR3 at its first club event! Looking good!

Our thanks again to Paul and Jill for their hospitality. This is a perfect venue for the Friday evening meal at TRials.

Our event at WOSU was a bust. The weather was in the 40's and rained most of the day – they had to call off the event.

Easton was a good turnout. No rain but it was COLD. I liked the area better this year; I like all being in closer proximity to each other.

Here is Bill Blake's TR6 being serenaded by a couple of Scottish gentlemen:



We all got our first look at Carl and Elaine Moore's new TR6 that they found in Indiana.

This car only has 3,700 miles on it. It was quite impressive.



The Licking county contingent of Buckeye Triumphs represented the club in Eric Jones's "River Run" event.



The Riedel and Miles family drove 4 cars in the event. Even though the weather looked iffy, we ended up with a beautiful day and not a drop of rain. 55 cars showed up this year – many of them (shudder) were Miata's – but only 4 Triumphs (I know John and Charma were going to come, but I understand that Charma was a bit under the weather – hope you are feeling better!) At any rate, it would sure be nice to have a good Triumph showing at next year's event .

We spent yesterday at Mid Ohio watching the SCCA EP class race to cheer for club member Sam Halkias – the car ran strong for the first 3 laps but lost power as some heat built up. He did finish – but a few gremlins to exorcise I fear. Sam is preparing a car for the Vintage Race on the 15th & 16th – we believe that this car should kick ass in it's event.

Ryan's Pathfinder is well decorated these days – things like "Senior 2002" – "No more High School!" etc. He will be a "free man" later today. Be sure to say something to him at Jim & Margo's on Tuesday.

Don't forget to get you "official" BT email address! Contact Nelson@BuckeyeTriumphs.org for details.

I look forward to seeing you on the road in June!

Bruce Miles bmiles@INTInfo.com

And now also: Bruce.Miles@BuckeyeTriumphs.org

Next Newsletter Article Deadline – June 25th, 2002

May Meeting Minutes

The drive and cookout at the Griesse's was our first "meeting" in May. The drive was beautiful and we only had a couple of U-turns--none on the interstate!! The Griesse home and gardens were beautiful and we had a wonderful time and some really good food.

Thank you Paul and Jill!! We look forward to returning there in September.

Here is the recipe for the "Apple Cake":

- 1 box yellow cake mix
- 1 lg. package vanilla pudding mix
- 4 eggs
- 1 cup sour cream
- 1/2 cup salad oil
- 1/2 cup sugar
- 1/2 cup chopped nuts
- 2 teas. cinnamon
- 2 Granny Smith apples, peeled and sliced thin

Mix cake mix, pudding mix, eggs, sour cream and salad oil. In a separate bowl, stir together the sugar, nuts and cinnamon. In a tube pan or flat 13x9x2" pan, spread 1/2 the cake batter, 1/2 of the apples, then 1/2 the sugar mixture. Repeat layers. Bake at 325 degrees for 1 hour to 1 hour and 15 minutes. (check with toothpick) Cool well. Jeff (my son) says it is great eaten a little warm!! Enjoy! :)

Our next outing in May was the Easton Show. The weather was great and it was nice (*Editor's note: beautiful but a bit cool for the 3rd week of May!*) to have all the cars in one place, instead of having them separated and "lost". We would hope to have a site with trees next time, though, in case it is a warm day!! It was a fun day.

June is, of course, Mid Ohio and TRA. Hope to see everyone there!! Also, the business meeting will be held at the Washburn's on June 4th at 6:30. We will provide drinks and chips and you can bring your dinner or order pizza.

Hope to see you there!!

Respectfully submitted, Margo Washburn, Secretary

President's Corner

June, 2002

Many thanks to Bruce Miles for another merry run through the back roads and byways on our way to visit Jill Griesse's house and flower gardens, Paul Griesse's autos and their fabulous guesthouse and patio area for our May social and potluck BBQ on 5/11. Everyone enjoyed the day, shared their culinary creations and the weather cooperated too.

Our club was also well represented at the Easton BCD on Sunday 5/19 and the new venue enhanced the viewing for our Triumphs and enabled everyone to get a full dose of the goodly turnout of LBC's. The cool and sunny day was very good to all of us and our cars. Thanks to the volunteers who helped the British Car Council committee at the booth and with the vote counting.

June events will begin with a BYOBag for a social gathering in the back yard of Jim and Margo's Minerva Park homestead on Tuesday evening, 6/4 at about 6:30pm.

Then we will plan an early Saturday and an early Sunday morning gathering in Westerville, say 8 am at McDonalds in town, for a back road run up to the Mid-Ohio track for the Vintage Grand Prix. The Saturday schedule has car shows and a F5000 Feature Race. Triumphs will Thunder around the course for an All Triumph Race on Sunday. Note; this is the weekend for our TRIUMPHS at Mid-Ohio. You gotta be there, y'hear. Trust me on this. Drive up with us or meet us in the midfield area.

Please renew you memberships by sending your check to Jim VanOrder and plan to participate in our June events. See ya real soon. Bob Mains bob.mains@ode.state.oh.us

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

Editor's Note : Ryan has been up to his eyeballs in finals and term papers, etc. Nothing from him this month – I expect a full 250 project report for next month.

(Ryan – this is request for a report on the 250! ☺)

Ryan rjhmile@yahoo.com

Officers and the Fine Print

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

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

Annual Dues: \$20.00 General email: buckeyetriumphs@ameritech.net
Web Site: <http://www.BuckeyeTriumphs.org>

Our current crop of Buckeye Triumphs Officers include:

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

Buckeye Triumph Upcoming Events

Date	Event/Location	Host
June 14-16	Sprint Vintage Grand Prix at Mid-Ohio Sports Car Course – Triumph is the Featured Marque!	www.midohio.com 1-800-MID-OHIO. Special ticket pricing is being offered to Triumph owners ordered by June 13, 2002
July 5-6	Len Immke Auto Show – Dublin Metro Center – Dublin Ohio	www.arthritisautoshow.com

Notes from Nelson:

For the last couple months I've been preparing these notes well ahead of time so things may seem a little out of date. The problem is that I agreed to do some more traveling and am not sure where or when.

I normally enjoy these trips to the third world, but this time I'm really anxious to get away ---- from the lawn. Let me explain. In our household, she takes responsibility for the lawn. By that I mean she arranges for which fertilizer company to apply how much. She also tells me when and how to mow it, when and how to rake the leaves, etc. --- you get the picture. In the past she had a lot of problems with the fertilizer company --- they didn't show up, the missed whole areas and one time they killed a lot of the grass. (I thought it was a pretty good outfit.)

This year she changed fertilizer companies. This outfit is terrible. The lawn is lush green and is growing so fast you can actually hear it grow (a high frequency hiss). In one 48-hour period it grew over three inches. And is this outfit expensive; the lawn is being fed better than I am. My older wiser brother suggested I get up real early and apply a heavy dose of Roundup. That would stop the growth and turn the grass brown. The idea is that she would blame the fertilizer company and demand her money back. Since dead grass don't need mowed, that would be real win –win. However, if she found out ----- the West Bank would be safer for me. Hopefully, if I'm gone and she has to mow it several times a week, she will soon put it on a diet.

Viruses & Other Computer Stuff: Late last month several of us had a dose of the **W32.Klez.gen@mm** virus. The following is from www.norton.com:

W32.Klez.gen@mm is a mass-mailing worm that will send itself to all email addresses in the Microsoft Outlook Address Book.

The subject and attachment name of incoming emails are randomly chosen. The attachment will have one of the following extensions: .bat, .exe, .pif or .scr.

The worm may include a virus that will destroy all files on the 13th of March and September.

I was first alerted to the problem when the Nextek.net email server notified me that I had received several emails with viruses attached from a fellow member. The email server destroyed the infected emails and I was kept safe. I notified the person and immediately felt sorry for him.

Later in the day I tried to transfer files from my desktop computer to my notebook computer over my LAN. The AntiVirus software in the notebook gave an alert that the files were infected with the virus noted above. I thought, it can't be, I have the same AntiVirus software running in the desktop. I looked and it was turned off. Rats! Well, I didn't turn it off, but I have a pretty good idea who did (not her this time). So I thought, no big deal, I'll turn it back on and it'll clean it out. It wouldn't turn on!

That's when I went to the Norton Website and found that if your computer is infected with that specific virus the AntiVirus software won't run if loaded and can't be loaded fresh. They had a small program that could be downloaded for free and instructions to use the program to clean the computer of that specific virus. It worked, and I was able to get back to normal.

This type of email worm is a fairly common. It spreads by emailing itself to random addresses selected from your address book. The virus uses it's own email program so there is no record of the sent message in your "sent message" folder. Sometimes it uses your address as the return address; sometimes it uses an address selected randomly from your address book. So if you get an email with return address of friend 1, don't over react and blame friend 1, it may in fact have come from friend 2's computer that had both you and friend 1 in his address book.

The bottom line is that if you connect to the Internet, you need current AntiVirus software running all the time. Also, it should be updated with the latest detection files at least weekly (free over the Internet). It's a shame that you need to go to this expense, but I consider it analogous to locks on the doors (which I use unsuccessfully to keep the kids out). I'm currently using Symantec's Norton Antivirus 2002. McAfee also makes AntiVirus software that I understand is good.

Princewatch.com: So how much does the AntiVirus software cost? I got my Norton free along with 128 MB of SDRAM and a Sony 12X CD writer when I bought my Windows XP upgrade for \$99 from Staples last fall. If you

go to your local store you might pay \$50. Is this a good price? **NO!**

How do you find a good price? I go to www.pricewatch.com, click on **software**, and then click on **anti virus**, then click **see brands**, then click on **Symantec** and find a listing of stores with prices and shipping costs. I found someone who will sell the Norton AntiVirus 2002 for \$9 plus \$5 shipping & handling. This is the CD only and comes without the Instruction Manual.

I normally don't read instructions manuals (that testosterone conflict). Most software instruction manuals are of little value since they were written in a foreign language, contain many errors and are out of date. Someone not too familiar with the original language or English then translates them to to English. I don't mean that the Norton manual is like that; I don't know; I never opened it. If all else fails I use the help file that come with the software.

In most cases, you just take the CD and pop it in the CD drive and follow the instructions to install the software. If the setup program doesn't start when you put the CD in the drive, go to Windows Explorer, click on the CDROM drive and then double click on the setup file (program). This of course applies to PCs running Windows. If you have one of those other things ---- you have my sympathy.

I also just used a reference from Pricewatch to find a 64MB Smart Media memory card for my digital camera for \$19. You don't want to hear what the local stores wanted for one.

Sales Tax: When you buy from an out-of-state firm with no presence in Ohio, you are not charged sales tax. You are of course obligated to pay the sales tax. You can save all those receipts/credit card statements and add them up when you do your Ohio tax return and pay the sales tax then, it's very easy.

Really Aggressive Virus: A few days after I got the computer all restored from the **W32.Klez.gen@mm** virus I got another one. It slipped right by Norton and attacked my mouse. The next photo shows the damage. On second thought, maybe it was the cat.



From the Internet: The following interchange took place on the Triumph email list. The first person requested advice

about what digital camera to purchase. After making the purchase he wrote:

First person: *I was figuring to spend somewhere in the area of \$5/600.00, you folks got me below \$300.00 for the complete outfit, so now with her figuring she has \$300.00 left over to spend on herself, I can't win.*

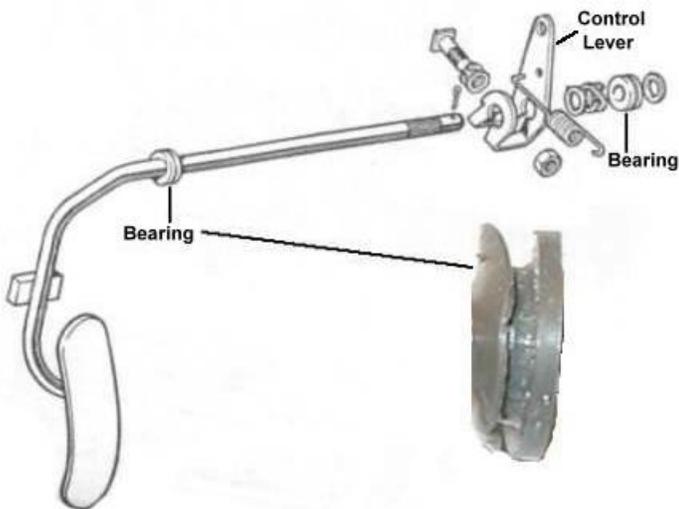
Another person responded: ***You mean you TOLD HER how much you spent? And I thought you'd been in the old-car hobby long enough to have learned something useful!***

By quoting the above, I don't mean to suggest that I hide what I spend from her. I try, but sneaking anything by her is like trying to sneak sunrise by a rooster.

Tech stuff: This month I focus on a couple Triumph maintenance tasks that are normally a real pain. I'm fortunate (or maybe unfortunate) to have done three total body-off restorations. This when I was working long hours at the office and had teenagers so the TRs were an escape. Now that I'm gainfully unemployed I approach most tasks a little slower and with more thought; is there an easier way? I approach some tasks so slow and with so little enthusiasm that they never get done (guess who wanted those tasks completed). TR tasks however are high priority so after a little thought a better way is usually discovered.

Replacing accelerator shaft bearings: The accelerator shaft of the TR250 and TR6 is supported at each end by nylon bearings in the bulkhead. These bearings wear and deteriorate with age; in many cases they are completely missing. The holes in the bulkheads are 5/8-inch diameter and the shaft is 3/8" so that makes for a lot of slop when the bearings are gone. Replacing the bearings is about as much fun as hosting the in-laws for a month. I was reminded of this task when at the Henry's to observe the mating of his body and frame in early April.

The following sketch from a TRF catalog shows the accelerator shaft components. The insert shows an enlargement of the bearing.



Removal of the shaft is no big deal, pull the cotter pin and loosen the nut on the bolt squeezing the control lever so the lever will slide off and then withdraw the lever through the driver's side.

The maintenance manual then says to "fit new bearings to the bulkhead if necessary." They don't tell you how because they don't know how. The problem is that the flanges on each side the bearing are 7/8" diameter and the hole is 5/8" diameter. Lubrication doesn't help much --- I've tried. The nylon is stiff and tough. Some say to soak them in boiling water to soften them up. That works in that they get soft, but it doesn't help get them into the hole. I've had some success with first boiling and then using a small screwdriver to push the thinner flange through the hole from the engine compartment side. It usually chews up the inner flange, but at that point I don't care. Besides, no one can see that side. I've been told that some have had success with cutting a V in the inner flange, pushing the inner flange through on one side of the V and then rotating the bearing and sort of screw the bearing in. I don't know whether they boil it first or not.

It is really exhilarating when you finally succeed in getting both bearings in place in the bulkhead. The inside flanges are probably 50% chewed up, but no one can see them and the lateral forces on the shaft are probably small so they shouldn't work out.

The next step is to slide the shaft back in. It is then that you realize there isn't room to get the shaft straight before pushing the end into the bearing. You know what happens -- you push the shaft into the bearing at an angle and push the bearing out of the bulkhead --- so much for small lateral forces. So you next try to shove the bearing in after the shaft is in place ---- fat chance. There is a solution --- drill out the inside of the bearing to 1/4inch. This makes everything more flexible (flimsy) and after you boil the thing for a while, it goes in much easier. Also, there is more room to allow the first few inches of the shaft to go in at an angle. Once the shaft is in a few inches there is room to straighten it up and then slide it in far enough to put the control lever and washer on. It can then slide through the bearing in the other bulkhead and the washer and cotter pin installed.

Recall that I drilled out the driver's side bearing. So I didn't have a new bearing, I had a nearly worn out bearing. It's sloppy, but not as bad as no bearing and the nylon softens the clank for a few months till it wears through and falls out.

So how did the factory do it? No one knows. It is a mystery just like the mystery of how the Brits managed to get the big rocks to Stonehenge and then erect them. Some speculate that extraterrestrials helped with both tasks.

A better bearing: The solution is of course obvious to any child ---- install the inner flange after the bush is in place. This would allow the driver's side bearing to slide into place after the shaft is through the hole in the bulkhead, so you don't have to deal with shoving the shaft through the bearing at an angle.

The first step was to construct a prototype as shown below.



The prototype was made of brass with a flange on one end and a groove near the other end. The C retaining ring holds the bearing in place (the removable inner flange). It worked exactly as planned except that the hole in the bulkhead is not uniform from car to car, ranging from about 0.605" to 0.620". Part of the variation is due to paint in the hole. My '76 also had a small burr sticking out from one side of the hole. The nylon is flexible enough to accommodate the variation. I was concerned that if I made a metal bearing small enough to fit in all holes, it might rattle around in the larger holes.

I looked at the McMaster Carr Website and found nylon that could be turned down and used. However, more interesting was the ready made bronze flanged bearings I found. The description is:



An alloy of copper, tin, and carbon, these porous sintered bronze bearings are vacuum-impregnated with 18-20% SAE-30 oil. Heat created by shaft movement draws the oil to bearing surface. The oil acts as a cushion between the shaft and bearing, reducing wear and increasing resistance to shock loads.

These bearings are available with a 3/8" ID, 5/8" OD and 7/8" flange OD. Perfect! The shortest one is 1/2" long. It was a minor turning task to cut the length to 3/8" for the right side bush and to cut the groove in both. The OD had to be turned down slightly. To accommodate the various bulkhead hole sizes and still insure a snug fit I turned a 2 degree taper on the outside with the maximum diameter of ~ 0.620" next to the flange. For those cases with the smaller hole, the end is small enough to enter the hole and the bush can then be driven home with a hammer and a wood block. I drilled the ID for the shaft 0.010" oversize so that it will pass over painted shafts and not screw up the paint. There are ridges & grooves pressed in the shaft where the control lever fits. It may be necessary to tap the left side bush to get past the ridges. A completed bearing set is shown in next photo. The longer bearing is used on the left side (I didn't waste the effort cutting it off).



The first step in the installation was to remove the cotter pin from the right end of the shaft. This is accessed from under the right side of the dash.



The end of the shaft with cotter pin is shown in next photo. After the pin was removed the shaft was free to slide to the left. The top of the shaft and the side of the control were marked so that the control lever can be reinstalled in the same position. The next task was to disconnect the control rod from the control lever, remove the spring attached to the control lever, slide the shaft towards the left and slip the washers off the end of the shaft.

The next photo shows the lever and control rod.



The next step was to loosen the nut on the control lever pinch bolt and try to slide the lever off the shaft. The lever wouldn't slide off mine so I placed a piece of plastic between the end of the shaft and the bulkhead and then drove the lever off using a long screw driver & hammer as shown next photo.



The old bearings were removed at this point. I had a nearly new bearing on the left side so I slid the shaft all the way out to remove it then put the shaft back in.

The left bearing was slid down the shaft into position in the bulkhead. I used a long wood stick and hammer to drive the bush in the final tenth inch. I used the same procedure on the right bush. The Bushes were then secured with the retaining rings. After several attempts the easiest way I found to install the ring was to position the ring in the groove, hold it there with one hand and then bring a punch against the edge which will also hold it in position so the first hand can be removed to grab a hammer to tap the punch.



The next task was to get the control lever back on. Mine wouldn't slide over the ridges on the shaft so I slid it on as far as I could and then put the right end of the shaft in the bush. I then tapped on the shaft at the bend above the pedal and lever slid into position. The lever pinch bolt was tightened after the lever was aligned to the marks made previously. The washers and cotter pin were then installed. The last thing was to reconnect the control rod and spring. The whole installation took less than an hour including removing the old bushes and taking the photos.

This project proved so successful that I initially decided to make these bushes available to the Buckeye Triumph community. However, I soon realized that I'd expose myself to suits by unscrupulous parasites. So, I'd have to buy business and product liability insurance or form a limited liability corporation. It's not worth the hassle.

Installing Rubber Outer Door Waist Seal: Bill Seegers stopped one beautiful April morning for a chat about some minor maintenance items on his TR6. He had recently taken it to the local body shop to have the rubber door waist seals installed. They did the driver's side but said they

didn't want to do the right side because the inner door panel was so fragile they didn't think they could get it off and then back on again. I looked at the panel and didn't think it was so fragile, but could understand why they didn't want to do door number 2, one of those a day is about as much as most can stand.

The problem is little U-shaped clips that the seal must be inserted from inside the door. This is another one of those factory jobs that has been a mystery for many years. Some thought that they employed very young girls with tiny hands to do the job. The theory that I prefer is Leprechauns; they worked for a couple pints a day.

I told Bill that I had made a tool way back when; if I could find it we should be able to get the clips in without removing the panel. I found the tool in the **special tool drawer** and plenty of clips in the **door clip cigar box**; am I organized! This was a little bit of macho challenge and in the back of my mind I was thinking how terrible of a task this was going to be. In fact, it went pretty quickly; it took us about 30 minutes with more talk than work. Bill had to return to the body shop for something else so I suggested he show them the installed seal and tell them only took a few minutes to install.

That tool, now called the OLD TOOL is pictured below.



The tool is merely an old screwdriver with the end bent over to form a hook. Some sticky body sealer is placed on the hook to retain the clip. A clip is then placed in the hook and the tool with clip is slid into the window gap at the top front of the door and then worked into position where the clip is to be placed. The tool is then lifted up forcing the clip over both the lip on the outer door panel and the door waist seal.

The installation of Bill's went much faster than expected because there were two of us. He held the seal in position and illuminated the area with a flashlight. During the process I realized that an improved tool was in order before attempting the job again. The new tool should do the following:

1. Secure the clip so that it doesn't fall off --- we lost 3 or 4.
2. Salvage clips from previous installation.
3. Be thinner so that slides pass the window glass easier.

The new design is pictured next. I started with another old screwdriver and a piece of 1/4" square key stock that I notched to match the thickness and height of the clip. The lower couple inches of the screwdriver blade were also

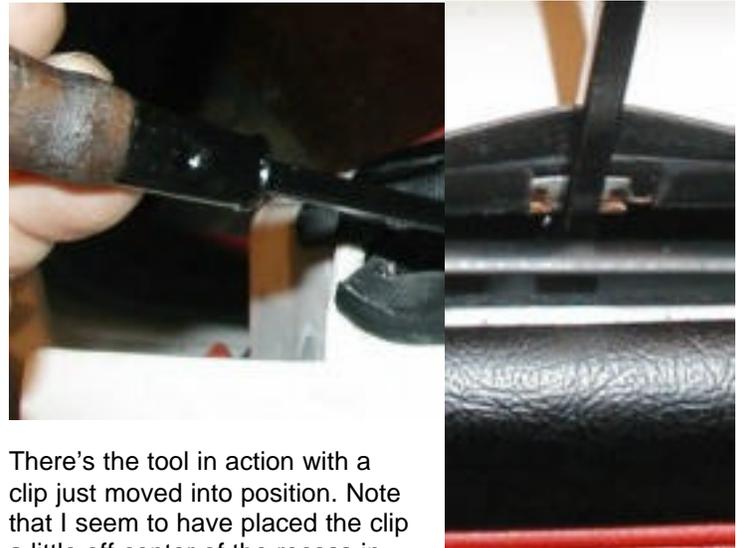
ground thinner. The two pieces were welded together and the excess key stock sawed off.



The clip extends beyond each side of the tool and the little barbs on each side of the clip near the edges keep the clip from sliding off the side of the tool; no more lost clips. Further, the tool can be slid on an old clip still on the door lip and the clip can then be pushed down and off the door lip with a screwdriver. The clip will be retained in the tool for easy removal and later reuse.



The next photo shows sliding the tool with clip into the door on my '76TR6.



There's the tool in action with a clip just moved into position. Note that I seem to have placed the clip a little off center of the recess in the seal. I should go back and do that one over.

With this tool I think a couple of us could install a seal in less than 5 minutes – if we worked instead of yakking. Fellow Buckeye Triumphers are welcome to borrow the tool or stop by and I'll be happy to help you install your seals over a soda. Nelson Riedel -- nelson@buckeyetriumphs.org

Late TR Guy

The Continuing Adventures Of...



Late TR Guy!

Editor's Note – nothing from Bruce C. this month. Bruce – be sure to ask Ryan about his term paper on the history of the TR automobile – and ask about the affect that the "Wedge" had on the company.

We look forward to your article next month.

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