



Buckeye Triumphs Newsletter

Visit us at: www.nextek.net/BuckeyeTriumphs

Upcoming Events!

BT Social / Business Event – Tuesday, November 21st

The current November schedule is challenged by election day and the OSU/michigan game, so we will reschedule the social meeting to Tuesday 11/21 at about 6pm to 8:30? We have been waiting for a NEW restaurant to open in the Polaris area that has an automobilia theme with wings and things on their menu ; it opens 11/14.

SO COME ON OUT – JOIN US at the Quaker Steak and Lube Restaurant on 11/21.

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MARK YOUR CALENDARS!

BUCKEYE TRIUMPHS HOLIDAY PARTY

**SATURDAY, JANUARY 13, 2001
6:00 TO 10:00 PM**

RSVP

We have made arrangements and are going to have our Holiday Party at **SCHMIDTS SAUSAGE HOUSE IN GERMAN VILLAGE**. The time will be 6:00 to 10:00 PM. We will have a Cash Bar and Buffet Dinner with three meat items, salad, vegetables, beverage and Mini-Puffs. The price will be \$20.00 per person, includes tax and tip. This will be an RSVP event, so please get your

reservations in early. We must give them a headcount no later than JANUARY 10th 8:00 AM.

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

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

Murry Mercier 614-888-0838 or TRsixer@Yahoo.com

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

Note, if you RSVP and you have to cancel, we will need to know four (4) days prior to the Jan. 13th, or the club will be charged. Buckeye Triumphs appreciates your support.

Watch for additional details in future Newsletters.

Coming Next Month!

Ron and Matt's Foggy Adventure:

A Visit to Ted's in Pandora, OH



Want to buy some racing history?

Stay tuned!

Editor's Corner

Well, Kim says I am not allowed to host driving events for a while (good thing winter is coming!). I think that she was a bit put out that I did 2 months in a row.

Since the election conflicts with our normal meeting I haven't been in a "huge" hurry to finish things up. Over last weekend I had to choose being outside and working in the beautiful autumn day and working on the newsletter. (guess what I chose?)

Time to start thinking about new officers. We will be accepting nominations on the meeting of the 21st. If you feel the need to serve please touch base with one of the current officers. We look forward to hearing from you.

I have a few pictures from last month's "Ohio 500" that I forgot to run. Bruce Clough seemed to have fun at the "barn" restaurant. You be the judge:



Look out for the cows....



I think it looks like he's having way too much fun. Hold on tight, Bruce.

Speaking of funny shots, here is a good one of Ryan "puffy" Miles:



The October 21st event was a hit. The weather couldn't have been more perfect. We had a great turnout:

14 cars: 8 TR6s, 1 Spit, 1 Cobra 1 TR8 3 "other"

Pat and ?(sorry) Bowen	Murry/Jacqueline Mercier (TR6)
Bill/Anne/Cori Edgar	Carl/Elaine Moore (TR6)
Ron/Brenda/Aubry/Nate Fowler	Bruce/Ryan Miles (TR6)
Terry/Charlie Graham (Spit)	Steve/Bonnie Neuman (TR6)
John/Becky Hartley(TR8)	Jim/Gayle VanOrder (TR6)
John/Charma Huddy (TR6)	Jim/Margo Washburn (TR6)
Bob/Lisa Mains (TR6)	Artie/Alisa Clark (Cobra)

Here we are just north of Granville – everybody say cheese!



This was a fairly long tour (170+ miles) roundtrip from Granville, not to mention the mileage to get to Granville. Terry and Charlie Graham had their first "big outing" with their spit in a while. Their overdrive even started working towards the end of the day. Thanks to Terry for her write of the trip – see it later in this issue.



Here we are towards the end of the day getting apples close to Millersburg

Of all of the British cars that were present, it was the FORD that came along for the ride that had the breakdown.

Officers and the Fine Print

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

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Our current crop of Buckeye Triumph Officers is:

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

Ryan's friend Artie brought his Cobra 427 and the throttle cable broke about 30 miles from home. Lucky we had our crack toolkits available! Thanks to Jim Washburn for his well stocked spare parts kit. Our Vice grips also saved the day till we could get home.



Ryan got to show off his TR6 project to those that could come by the house after the tour. I'll have a picture next month. The "mechanical / running gear" components are just about done; he is now turning his attention towards cleaning up the body. I think we can lower the body back on the old frame and get to work on the body cleanup. If anyone has any pointers I'm sure we would both appreciate your pearls of wisdom.

Don't forget to think about new officers! See you all on the 21st.

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – November 24th , 2000

President's Corner – November, 2000

October was another great month for Buckeye TRIUMPHS events and activities. We started with a Tuesday evening social / business gathering hosted by Jim and Margo at their Minerva Park home. We enjoyed the relaxed, country ambiance of their well landscaped deck area and shared our tales of travel, Triumphs and trivia that enable each of us to get better acquainted. We need more members for these events; come on out.

That next weekend, several members braved the uncertain and unsettled weather during the SCCA Runoffs at Mid Ohio to experience the thrills of road racing at the national level. These three days of racing are the year-long focus for drivers who seek their personal best, a year of bragging rights and bonuses from sponsors that come with podium finishes. Our Triumph driver, Sam Halkias, had a good starting position among E-Production front runners in his 'Tweaked and Tuned' TR6, the product of his latest development efforts this year. The field of over 40 cars got off to a thrilling start on the back straight. Sam moved to a fifth place in the tightest pack of cars that has ever crowded, careened and carried through the S-turns before they went up the hill and under the bridge. The crowd went nuts as they watched the fender to fender, bumper to bumper mass of racecars and competitive driver energy pass unscathed

and then out of view. As the roar of the engines moved on to Thunder Alley we heard the announcer's declaration of doom that seemed inevitable over the loudspeakers – a wreck! Several cars were off-course and others were limping along. We had to hold our breath and our hope that Sam was clear of the carnage until the first lap was completed. The white and blue TR6 came into view again but back in the field; tire marks evident on the right rear quarter panel and other scars in the rear of Sam's car. On the next lap Sam waved farewell to us as he was obviously not able to continue with suspension problems. That's racing folks, so they say. It was not a good day for the other TR6; both Triumphs were DNF's. You can count on Sam coming back again and we wish him better luck next year.

Another Bruce 'Highway' Miles tour of the byways and back roads of Ohio took 14 cars through the Amish country to The Hardware Store in Kidron and then on to a great lunch stop. Ryan did the driving chores again as he led us on another carefully planned and spirited drive that allowed some good views of the fall colors to the leaf-peepers in our group. A Cobra 427 kit car somehow slipped into the caravan. A friend of Ryan's, he somehow was able to keep up with the Triumphs until the throttle cable snapped. He was lucky to have an experienced and equipped support staff of LBC owners available to get the Cobra back on the road. I think a revlimiter might have avoided that moment of terror as the big block engine roared back to life after the first repair; the second repair effort resolved the short cable and sky-high idle problem so we continued on and finished up at Bruce's home. Ryan's TR6 frame-off rebuild project is really progressing well; we're impressed Ryan! Thanks, Bruce and Ryan.

Now we are making the transition to the traditional winter lay-up for the colder months ahead and we will adjust our meetings/events schedule a bit. We have tried to encourage more attendance and participation through our social meetings, using Tuesday evenings and restaurants or member homes as a way to get MORE MEMBERS together. The current November schedule is challenged by election day and the OSU/michigan game, so we will reschedule the social meeting to Tuesday 11/21 at about 6pm to 8:30? We have been waiting for a NEW restaurant to open in the Polaris area that has an automobilia theme with wings and things on their menu ; it opens 11/14.

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Plans for the December elections, the January party and 2001 events will be discussed.

BTW, How about a new volunteer for the December social meeting??

We still have opportunities to join with other Triumph Lovers yet this year so 'Come On Down' – See Ya There.

Bob Mains

OHIO INTRASTATE

By

Terry Graham

I bought a new Triumph Spitfire way back in 1978. I used to drive it pretty regular, but for the three years it has just sat in the garage with the tires going flat and the gas evaporating. Earlier this year I decided to join the Buckeye Triumph Club, a group of local Triumph automotive enthusiasts. After hosting a social meeting in September, Charlie and I decided to get the Spitfire back on the road again. On October 21st we were ready to go on the monthly driving event, a **Tour of Amish Country**.

The tour was to start from Downtown Granville, so our first test was the 30 miles from Columbus to Granville, just west of Newark. We got up early, bundled up against the early morning chill, put the top down, filled up with gas and hit the road at 8:30 A.M. heading east. Other than not being able to electronically switch to 5th gear, the Spit ran like a top, and we were ready to go.

By the time we finished breakfast at the Aladdin and the other participants showed up it was 10:30 and 14 cars (29 people) were ready to roll. There were about 9 various TR's, our Spit, a Ford Cobra, and a few other mundane vehicles. We then convoyed north on 661 to US 62N. Continuing on 514 from Danville to Shreve, we had a relaxing drive through the Ohio countryside. Other than a few slow-moving, horse-drawn Amish wagons, and one irate truck driver that didn't appear patient enough to have to wait for them, the ride was uneventful. We turned east through Fredericksburg to Kidron Road and then North to Kidron itself, our final destination after a 74-mile jaunt.

We spent about an hour in Lyman's 'Non-Electric' store. This is a very interesting store that specializes in "Serving the Amish and others without electricity". It is a full acre of 'stuff' such as hand-operated blenders, ice-cooled refrigerators, lanterns and other various appliances that can be used without electricity. There was also a flea market across the street and many other nearby stores in which to shop.

Taking a different return trip, we stopped just south of Kidron at Mrs. Yoder's Kitchen in Mt. Hope for lunch at about 2:00 P.M., which we thought would miss the midday rush. The parking lot was full and we only complicated the issue more with another 25 people in line for lunch. After lunch and a brief stop at an apple orchard, we continued through the rolling hills, winding roads and sprawling farms through Holmes and Coshocton Counties. Ironically, with all of the British foreign cars in the group, the car that broke down was the Ford Cobra. The accelerator cable broke

about midway back and everyone was directing what to do to fix it, which we did and it was back on the road again; 79S to Newark. Somewhere during this home stretch our 5th gear finally kicked in and reduced the rev rate to a lot quieter pitch that made a much smoother ride back into Granville where we arrived shortly before sundown. A few of us then joined our 'drivemeister' at his home for hotdogs, beans, chips and conversation. Overall it was a very pleasant trip around Ohio on what may probably be the last warm weekend of the year. Next time we'll probably have to put the top up.

Editor's Note: Thanks Terry for this contribution!

Murry's Moment

Passenger-Side Mirror Tip:

If you have a passenger-side bullet mirror you probably are not pleased with the view of the blind spot that it provides. To correct this problem I completed a retrofit to: 1) increase the field of view and 2) increase the aim adjustment range.

- 1) Through a local auto glass shop (Triumph of course...) I ordered and had fitted to my 4 1/4" round bullet mirror, a modern convex mirror to increase the field of view. I have details as to which blank we started with (from a Plymouth Volare) and the shop I used to grind the blank to fit perfectly in the frame.
- 2) I increased the aim adjustment by removing about 1/4" from the inside of the mirror frame. Tip: duct tape the chrome mirror exposed surfaces to avoid scratches or scuffing while fitting/filing/grinding the mirror frame.
- 3) The mirror now provides a view of the lane to the right at a glance in the same manner as my other vehicles. However, by increasing the view angle has opened a gap (~1/8") on the outside of the mirror shell not covered by the bullet mount. I'm looking for a way around the problem... leave gap and drill a small hole in the bottom of the mirror shell to let out water?... use chrome tape to cover the gap?... any ideas?

Murry

The Continuing Adventures Of...



Late TR Guy!

Oct 2000: By Bruce Clough (clough@erinet.com)
Thanks to all who phoned to see if we got hit by the tornado, nope, all's well!

Guys, Check This Out!

Hey, want the woman in your life to really get after you with a frying pan? I found a neat website that offers furniture made from aluminum racing wheels! Yeah, wheels. Just the thing for your Daytona Party!



The Puurfect Dining Room Combo!

More info on this can be found at www.wheeltough.com. Am I buying one, well no, but I sit at one in the Boston Stoker across from Wright State when I buy coffee!

Indy BCD – Part 1

Dang, 298 was our registration number, and we were there early! Who knows how many they had! Quite a show...

...for such a cold start! I think the thermometer was around 40° when She Who Must Be Obeyed (Bridgett) and myself left our cozy garage. I had her bundled up like Nanook of the North, and I was pretty close to looking like Robert Perry myself as we left, top-down, for the breakfast meeting place.

Bob Evans food is Bob Evans food, but the warm coffee was appreciated. We met Chris Yanity, Roy Owens, John Parker, Stan Seto, and Lois & Don Bigler for the drive over on I-70. Hmm, that's two TR7's a TR3, a Spit, and some Detroit iron. Top's down, of course! The drive over was uneventful, and we found the park in good order.



MVT Cars At Show (Not pictures was Ian's Midget, which has been christened an honorary Spit, I believe...)

Right after parking I note Roy & John getting out the polish, even waxing the underside. Don't believe me? I got pictures:



The Owens's Spit Getting Rich Carnuba Wax Treatment On The Frame. Note Roy Supervising The Work While John Sweats...

I'd never think of doing that since I drive a Wedge. Yes (heavy sigh), it's discrimination, all right. I've consulted legal council, but short of a Constitutional Amendment I don't think I have a chance, and any action would have to include Austin Marinas, Renault Dauphin's, and FIAT 128's. Since that's even too radical for me, I just endure with a stiff upper lip!

The swap meet was pretty good for a change. Lotsa vendors with decent parts. Heck, even John Dabars brought out a bunch of parts to sell at reasonable prices (if you negotiate, of course). I didn't buy any thing, but I caught Chris and Wally Ellifritt staring intently at a part or two. Oh, ran into a decent TR7 project for sale:

1979 TR7 Convertible. Good drive train (runs well), good body (no rust, no dings), great project for someone. All parts are there. Will need paint, seat covers, and top. \$1500 OBO. Specialty Imports, New Albany, IN. (812) 945-9793

Chris and myself agreed that if we had the space, one of us would have been taking this home...

Oh, I broke down and bought Bridgett a TR7:



Bridgett Showing Off Her New TR

So what did you expect, a full size car? It's Java Green, has plenty of foot room for her bears to drive the car, and cost less than what I've seen these go for on eBay. The girl took a hankering to it right away – good girl, get her TRained early!

Well, maybe I need to work on that training more often. Right after it was announced that food would be available we got in line, the third in a line of three. Well, don't you know, I heard those six words I dread, "Daddy, I have to go potty." By the time we got back we were 15th in line. Food was miserable. Cold hot dogs and chips, but starvation made them palatable.

After lunch I tried to get Bridgett to take a nap by walking around all the car displays. Wedgeheads would be pleased to note that the door-stops were well represented with 20+ cars noted, including an absolutely immaculate coupe that had been wrecked before restoration, a very nice TR7 with a Sprint Dolomite engine, and a couple of Speed Racer TR8s. We also saw a cars you never see anywhere else, including a herd of un-restored Rileys!

After reviewing 200 some cars Bridgett was still not asleep, so I decided that getting her back in the car was the key. Chris wanted to leave also, so at 2PM Dayton time we packed it in and headed for home. Bridgett was asleep in five minutes.



Green Bear Taking Bridgett's Car For A Spin Later That Day

After I got back Roy Owens reported that he, Stan Seto, and Ian Cunningham had trophied (although Ian was in an honorary Triumph), so I think MVT did pretty well, especially in relation to the number of cars we brought over! Next time I'm going to take a little wax to the frame...

Indy BCD – Op Ed?

John Parker also wrote about the day...

Let me start by saying Burrrr, it was rather chilly with the top down that morning! Some of our club members met at Bob Evans in Englewood, to caravan to the east of Indianapolis. We had two TR7's, one Spitfire, one TR3, and even a Chevy! We had one wedge at each end. At the first "comfort brake" Stan Seto said, "John you had me worried, you kept looking and pointing," "I was wondering how you were driving," he continued, "Then I realized the Spitfire was right hand drive and Roy was driving!"

Once we got there everyone registered and we all did little shopping. Then we went off to vote there were approximately 400 cars bikes at the show, some high quality British Iron from all over the Midwest.

I'm proud to announce that three of our club members won the "Award of Excellence", Ian Cunningham (MG), Stan Seto (TR3) and Roy Owens (Spitfire) congratulations to all of you! After the show we all went our separate ways. And to all of you that own a British car that overheat, Roy and I sat in traffic for 45 minutes, the Spitfire ran perfect and my right leg NEVER got cold! I hope to see more of our club members next year, trust me it's worth it. With a little luck I'll be driving my Spitfire next year..... watch out ROY!

Fall Tour Wrap-Up



Wonderful Park, Wonderful Day, Willing Cars And Donuts, What More Can You Ask?????

I originally thought this was going to be a bust after we found out that nobody really wanted to run one of my rallies. Why? They're not that hard, trust me. Well, I buckled under the pressure and re-oriented it to be a tour. So, rather than 8 folks showing up we had 16! (Next time I'm putting a rally together I'm not going to tell anyone)

The morning was absolutely wonderful. Alice & myself gave blood earlier (at 8:30, so we had an whole hour to recover), so we were just a bit groggy and covered with stickers while we handed out the coffee and donuts. By the time we left we had one TR3 (Rutledge's), two TR6's (Stinson's and ?????), Two Wedges (Balls' and Fowler's), two Spits (Ciboch's and Gwynne's), a Dodge (Bigler's), and our TR Blazer.

The first part of the tour was through some of the Xenia tornado damage. Us around Bellbrook were lucky, just trees damaged (it went through the southern part of the park we started at). Others were not as fortunate. Once past the damage we went through some wonderful roads north of Xenia and stopped at a part near Cedarville where...



Carol & Roger Decide To Go Topless, Frank Enjoys The View

Just after we pulled out of the park where the Rutledge's shed their top, a U-Joint went south on Ciboch's Spit. They decided to limp home and meet us for dinner later. From there we went straight to the Miami Trails Brewing Company, back in action with an influx of new capital. Hey, the beer's good also...and we had that beer with Pizza!

After lunch we continued south on wonderful color-flanked roads. Friends from other parts of the country always kid me that it's too flat around here to be nice. Hey, they just don't know where to go! I planned a stop at a combo gift shop, nursery, but it was closed until mid-November. Eagle-eyed Alice spotted a candy shop that I should have remembered, so we stopped in there and bought stuff we didn't need. After that and a potty stop we warped down more fantastic roads to Valley Vineyards. We had beer earlier, so wine was in order. As usual, the reds are okay, but I still think some of the dry wines are based on DOT 3 Brake Fluid.

The plan was next to stop at Something New Something Old next to the Hueston Restaurant. Not. Out of business. Instead we wandered down US42 to Van Skaik's Antiques. Nice stuff (Alice & I are going there later...), and that kept us busy until dinner...



Inside The Dark Restaurant, MVT'ers Relive Vivid Fall Memories, Or Was It The Beer?

...at The Black Forest Restaurant. Wunderbar food, of course after a litre of good German Beer (sehr gut Bier, nicht wahr?) any food could be good. Service was a bit sloppy, but nobody really complained too loudly!

We got home about 9PM, 13 hours after we left. All worthwhile – see you next year!

Wedge Tech Tips Of The Month

Well, I was going to give a discourse on the FASD, but I ran out of time. Instead, I ripped something off the Wedge email list. This is a fantastic fast idle troubleshooting article posted by Gene Thompson (thatthompsonguy@hotmail.com) on what to check if your car (TR7 here, but this pertains to other cars in general) is idling too high.

Fellow Listers:

This "High Idle" problem comes up every few months. It's got to be on The TR Top Ten List of Reasons North Americans Give Up and Buy a Japanese Car. How 'bout we hash over the *definitive* troubleshooting procedure, and once we've reached consensus, con a volunteer into whipping it into shape for posting on the WWWedge site? Or post the finished document back on the List with key words included that make it easy to find when searching the Archives.

Maybe start a Repair Procedure of the Week, aiming to eventually minimize The Reasons Your Wife Hates That Damned Car.

----- Here's my whack at it -----

Let's take it one step at a time. Do the following, IN ORDER - DON'T SKIP *ANY* TESTS! If you skip one, and say "I didn't check that because I don't think that's

it." and the reasoning behind that conclusion is basically "mumblemumbledonthavethatsizewrenchitstoomuchtroublei wanttogoinandhavedinnerandabeermumble", I'm gonna send my Mom after you with a switch! In other words, ahem, do the following, IN ORDER - DON'T SKIP *ANY* TESTS!

While the car is exhibiting its symptoms:

1. Double check the timing with a timing light. If it's too advanced because of a sticky centrifugal advance mechanism, it'll idle fast.
2. Examine the throttle linkage and cable CLOSELY to make sure they're not holding things open a little.
3. One at a time, disconnect ALL vacuum hoses at the manifold, and cover each port with your finger; then blip the throttle to see if the idle goes down. This includes the distributor vacuum advance and the line to the brake booster. Find something to effectively plug each vacuum port so you can leave all the hoses disconnected. (If you have more than one leak, checking a hose and reconnecting it before going on to the next won't catch the problem.) Make sure NOTHING is connected to the manifold that can leak, including:
4. The FASD. Disconnect the small hose that feeds the pipe connected to the manifold and plug it with a pencil or something. It will run fine and start fine, as long as it's warm. If it dies, re-adjust the throttle screws. If it appears to be the FASD, make sure hot water can flow through it, and that the electric heating element is working <very important!>
5. Get a can of WD40 or my favorite, starting fluid (whoieeee!!). Spray around the carb throttle shafts and see if the idle changes. Spray all sides of the insulators between the carbs and the manifolds - they sometimes crack and let air in. Spray around the manifold gasket to check for leaks. Don't set anything on fire!
6. Pop the tops (carefully!) of the carbs and check the big diaphragms for leaks.

7. Spend twenty bucks for a couple of bypass valve diaphragms, and install them. They get stiff with age - always. Both my TR7s had high idle problems, just like yours - both were cured with new bypass diaphragms. They are NOT normally included in carb rebuild kits. The bypass valves are a real bitch to adjust, since the front one is hard to get a screwdriver on. When you have them apart, examine them to make sure you're turning the screw the right way.

It boils down to three possible things:

- The timing's advanced.
- The throttle's being held open.
- There's an air leak, *somewhere*.

That's it, it can't be anything else. Eliminating each potential point of causation will eventually reveal the culprit.

I also saw some email traffic on calculating your speedo. This comes in handy if you've been swappng rims lately. This is courtesy of Paul Williams , paulwill@storm.ca :

Here's a useful calculator courtesy of the Miata.net. It will tell you whether and by how much your speedo runs fast or slow, by comparing your stock rim and tire with several alternatives.

<http://www.miata.net/garage/tirecalc.html>

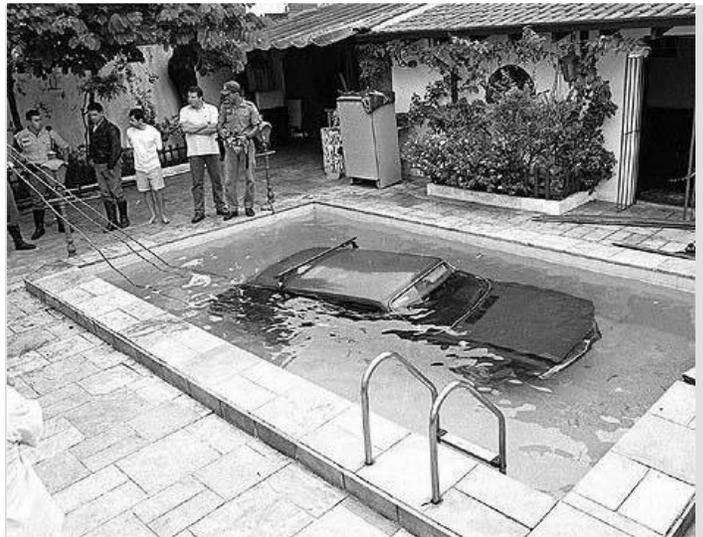
Finally, a warning 4-Banger Wedge Heads:

Retorque your head every 1000 miles. Just because you haven't lost a head gasket doesn't mean your invincible. We lost another one in our club last month, and replacing the gasket is much harder than torquing the head, trust me on that one!

The following is an unpaid advertisement...

Dip Your Car Body In Your Own Backyard!

Now for as little as \$49.95/month you could open your own DippyStrippy franchise in your spare time! Make big bucks, eat steak, drive a Cadillac! The future is yours to seize! All you need is a backyard pool and our monthly supply of noxious, nasty chemicals to be the talk of the neighborhood.



Happy Customers Surveying Our "Dip-N-Plate" Option (Note the power cables to the left), Gets Rid Of Rust And Cad Plates The Car At The Same Time! It's Miller Time!

So don't delay, send \$40,000.95 (Cash Only Please) to:

DippyStrippy, c/o Guido, P.O. Box 69, East Belch, MT 68000.

For Sale: Eastwood Stitch Welder, Never Used. Comes with instructions and welding rods. \$25. Bruce at 937.376.9946, or clough@erinet.com

Editor's Note (in a deep bass voice):

"Thanks, Late TR Guy".....

Notes from Nelson :

Still more on clutches

I'm writing this from the unpronounceable small Welsh village of Llangollen in Denbighshire. Tomorrow we head to the village of Llanberis which I can pronounce since it is the same name as our street in the Welsh Hills of Granville.

We've been in the UK for about ten days. The only Triumphs we've seen are a pair of motorcycles. We've seen one MG and an E type Jaguar. There are Rovers everywhere. I managed to kiss one with a Hertz Fiat. Hertz was happy (since Visa was paying for the damages) to replace it with a little Ford that seems to do better at keeping out of the way of Rovers.

We stopped in Llangollen to see the canals. The local canal was completed in 1808 and was originally used to transport Welsh coal to Manchester. Many of the canals including the Llangollen Canal have been refurbished and are now tourist attractions. Canal boats can be rented for trips of one week to many months. There are several thousand miles of navigable canals in England and Wales so one can spend all summer and still not see them all. I am researching the canals and boats for a possible future vacation. We took a six-mile canal trip from Llangollen to the Pontcysyllte

Aqueduct that passes 126 feet above the River Dee. The first photo shows the boat ahead of us on the aqueduct. The water channel uses the original cast iron sections. It is a little scary since cast iron is very brittle and one would hate to think of the consequences should our 25-ton boat bump the right side a little too hard. The second photo shows the aqueduct as seen from the river below.



These Welsh canals are within a hundred miles or so of the birthplace of the industrial revolution. It seems amazing that the canals, locks and aqueducts have lasted so long while we have so much trouble keeping TRs running. Of course, Lucas and Borg & Beck were no part of the canals. You may recall that last month we published an article by Brent Kiser suggesting that most problems with TR6 clutches are due to the stiffer Borg & Beck replacement clutches and one should keep the old Laycock pressure plates to minimize problems. My experience nearly completely contradicts Brent's experience.

I recall reading in a Roadster Factory publication many years ago that the TR-250 and early TR6s were originally equipped with a Borg & Beck clutches whereas the later TR6s were equipped with Laycock clutches. At the time TRF could supply either type and they indicated that the Borg & Beck was a little stiffer. I always purchased the Borg & Beck because I felt the Laycock was very soft. Brent indicated that the foot pressure to operate the current version of the Borg & Beck clutch is about three times that required to operate the Laycock clutch and typical modern auto clutches. I purchased three of the Borg & Beck clutches last fall and put one in my '76 TR6. I haven't used the other two so I could verify that the pressure plate is the same as Brent described in his article. I find the foot pressure to operate this clutch is not significantly different than my '94 Ford Ranger Pickup. I recall that Laycock clutch seemed soft and out of place in a roadster.

Brent cites a number of problems traceable to the stiff clutch including broken clutch fork pins. You may recall one of my previous notes stating that I have owned 5 TR6s and one TR250 and all had broken clutch fork pins when disassembled. Several of these I suspect broke when I tried to back the pin out. Two had clutch problems because of the broken pins including a '76 TR6 that was equipped with a Laycock clutch. The clutch fork in that case had twisted on the operating shaft by 15 or 20 degrees. The previous owner had installed long bolts with spacers to move the clutch slave cylinder toward the rear of the car to prevent the slave piston from exiting the cylinder when the clutch pedal was depressed. Amazingly, it worked. I have installed about a half dozen new Borg & Beck clutches and have never experienced a broken pin on a clutch I installed.

Brent cites leaking master & slave cylinders, blown seals and burst hydraulic lines resulting from the Borg & Beck clutches. I have never had a problem with the plastic hydraulic lines nor have I ever replaced one. I have had problems with the seals. These are rubber parts that wear and are subject to deterioration with age. I always suspected that they were designed to eventually dissolve in the brake fluid. I've had the same trouble with Triumph engine and transmission seals. When I purchased my first TR a friend told me that I really didn't need to buy a TR to make the neighbors think I owned one; I could get the same result by pouring oil over my driveway. The Triumph secret seemed to be to make the seals soluble in the fluid they were intended to seal. On the clutch seals --- they are easily replaced in both the master and slave cylinders and seem to last about ten years. The brake master cylinder seals have about the same life. The brake wheel cylinder seals seem to last a bit longer.

Brent points out that after replacing his clutch he had trouble getting the clutch to completely disengage resulting in difficulty shifting gears. He indicated that the greater pressure required of the Borg & Beck clutch required a greater movement of the pedal before the clutch started to disengage resulting in insufficient remaining available motion to completely disengage the clutch. This added movement to achieve greater pressure and force could only

happen if the hydraulic fluid were compressible. The fluid is compressible only if there is air or another gas in it; pure hydraulic fluid is essentially non compressible if in the liquid state. I usually have the same trouble as Brent described after opening the hydraulic system. Normal bleeding doesn't seem to get all the air out. At first I usually have to push the petal several times rapidly to get the clutch to disengage. After operating the clutch 20 or 30 times the last bit of air seems to work its way out through the master cylinder and it operates properly.

There is no question the clutch system has little or no margin. To work properly all seals must be solid and there must be no slack in the mechanical linkage from the slave cylinder to the throw-out bearing. Even if everything is perfect I understand some clutches are still marginal --- but I've never seen one; every marginal one I've seen I was able to fix by repairing or replacing marginal components. One of the folks at the Roadster Factory passed on a suggestion that might give an additional margin. There is a tab on the petal assembly that limits the clutch petal travel. If this tab is removed the petal will have a slightly greater motion, which may cure a marginal clutch.

Brent said that there is something about the design of the spring on the Borg & Beck pressure plate that can cause the clutch to hang when the petal is released. I discussed this problem a couple months ago and attributed it to insufficient clearance between the transmission front cover and the throw-out bearing sleeve. I would think that the extra strong spring on the Borg & Beck pressure plate would tend to force the throw-out sleeve over any sticky point and actually make the system less prone to sticking. I guess this will be clarified when I finally get around to disassembling the sticky clutch on my TR250 and measuring the clearances.

Best get this on a floppy disk and be ready to email to Bruce from the next Internet Café I find.

Nelson

BT Events: November	
21 st	Social/Business Event – Bob Mains
December	
5 th	Social/Business Event – Election of new officers

Buckeye TRIUMPHS REGALIA

Golf Shirts –Outer Banks - 100% Cotton \$35.00
 Style 17434-Solid body color with Collar of contrasting color
 Wine, with Navy Blue
 Spruce, with Navy Blue
 White, with Black
 Navy Blue, with Green
 Oatmeal, with Green

Style 17489-Solid body color with a striped Collar

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

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

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

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

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

Classifieds:

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

FOR SALE

1973 Triumph TR6
 Mimosa Yellow, 84K Miles New Interior & Under carriage,
 Very Good Condition / Runs Great
 \$5,400
 Contact John Szlag @ 614-297-7249

Now Taking TR6 Orders:

1971 TR6 Due out of bodyshop in October. Fresh signal red paint job, black interior, new carpet, dash top, refinished dashboard, fiberglass front fenders. This is a nice driver, or could easily be for show. \$5500.00

1971 TR6 Due out of bodyshop next spring. This will be racing green with a fresh light tan interior, all new interior panels, carpet. Seats redone by TriTex. Rebuilt engine by Eric Jones-runs strong. Factory hardtop, overdrive, new fenders, new redlines on steel wheels, new reflective stripe top, NOS trim rings, detailed engine, all bumpers show quality replated, no expense spared. For show or concourse, mid to upper teens.

New Triumph convertible tops by Crown, TR4, 4A, TR250, TR6, TR7/8, Spitfire, and Herald \$185.00 in black or white continental grain vinyl.

Triumph TR6 black standard cut-pile carpet set \$135.00

Contact Doug Braden at:

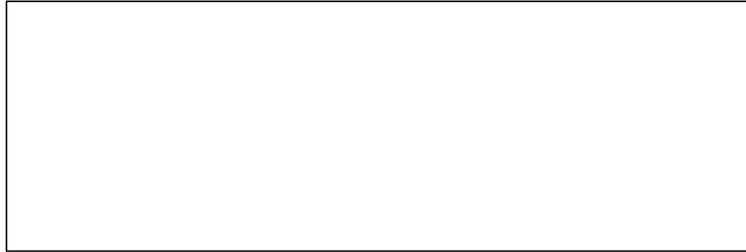
PARTS...PARTS...PARTS - Triumph and LBC parts available... New, Used & NOS... The Roadster Factory, Moss & Victoria Br. items at discount prices.

Many common parts in stock.

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



Buckeye Triumphs Newsletter – November 2000

BT Social / Business Event

Tuesday, November 21st

See inside for details...