



CAR CLUB of AMERICA

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#77

April – June 2005

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Welcome to the summer edition of the TR8CCA newsletter. School is truly out for summer, and the temperatures are hot and sticky. That reminds me that I must get the A/C serviced before the long drive to the Chicago-area for the 2005 VTR Convention at the end of July. I hope you are out driving your TR8's too (with working A/C if you have it!)

NEWS AND EVENTS

The club has been soliciting for involvement of others in our key "executive" positions. Our most recent initiative is to get a more active and involved "President". While Mike has been with us since the beginning of the club, he also knows we need someone more hands-on. Your humble newsletter scribes and membership coordinators don't want to also be steering the "ship", so we are looking out to you the members. Do you want a say in how this club should be moving forward? Come talk to us (or phone, write, or email us).

Website: we have mentioned it before, but I'll bring it up again. The World Wide Wedge was started about 10 years ago by TR8CCA members, but stagnated over 5 years ago. Jim TenCate has stepped in to re-vamp it and keep it alive. The TR8CCA is standing behind this, and in fact we will set aside some web pages to promote the club directly. However the WWWedge site will NOT be specifically a TR8CCA website, as we want it to continue to offer general wedge (TR7 and TR8) information. And finally to my point... we want some keen and dedicated volunteer's)

to keep this going. Please help us out. Again, get in touch with some of the names up top of page 1.

COMING EVENTS

VTR National Convention, Rockford, Illinois, USA. July 26-30, 2005. Many events, from competitive to leisurely. See the website at www.vtr2005.org for more details or contact Tim & Ann Buja at 815 332-3119 (before 10pm CST please)

TRF Summer Party, Armagh, Penn. USA. August 11-13, 2005. Yes, it is on for 2005! And the drag races are being sponsored by some well-known TR8CCA members like Tim Lanocha and Woody Cooper. These guys want help to run the drags, so please step up and offer your time. Contact The Roadster Factory for more information. See www.the-roadster-factory.com or call 800-234-1104. They need your commitment now!

The British Invasion, Stowe, Vermont, USA. September 15-18, 2005 About 500-600 British cars in a scenic location. The British Invasion was started by a Rolls Royce & Bentley club, so expect many extraordinary vehicles on display. For more information check the website www.britishinvasion.com or phone 802-253-5320

British Car Day, Bronte Creek Park, Ontario. September 18, 2005. One of the largest gatherings of British cars in North America with over 1000 vehicles in the park. See the Toronto Triumph Club website for more details at www.torontotriumph.com, or event site at www.britishcarday.com or phone to 416-410-4TTC

Indy British Motor Days, Eagle Creek Park, Indianapo-

lis, Indiana, USA Sept 24-25, 2005. For more info contact Don Miller at 317-783-0873 or email to TRRestore@aol.com, or try the website www.ibcu.org

THE ED'S WEDGE

Over the years I have written on various topics in my column, and I wonder which ones need to be revisited. Let me give a little brief on several of the topics I think are important, and I would like to know which ones the members would either like to write "fresh" with new info or personal experiences, or where it is felt newer info is required. For example, the topic of "which tires to fit" brings up questions of what tires are still available at all in 13" sizes!!! How about bigger wheels, etc. Well, that's enough to get me started. Here are a few topics many of you may be wondering about.

Tires: as stated above, our cars come with 13" wheels. The standard size tire is 185/70R13 and is still fairly common. Many of us wanted oversize lower-profile tires, and the best fit is 205/60R13. These are getting rather rare, with favourites like Dunlop, Yokohama and BFGoodrich all discontinuing that size. A few remain such as Sumitomo and a few vendors selling competition (track) spec tires. What are your options? Larger sizes? And what does that imply? The TR7 and TR8 use quite small front wheel bearings, and large wheels and sticky tires can overload them. Also, our suspension was not designed for ultra low-profile tires and the harsher ride they can introduce.

Radiator coolant: lots of discussion of phosphate-free coolant, but what about the stuff on the shelves today? Anything better out there, and is it compatible with our cars?

Brakes: we have had discussions on better front brakes, as well as better rear brakes. From rear drums to rear discs. Vented front rotors instead of solid rotors. How about conversions to different larger diameter rotors and callipers. Or 4-piston callipers? Now brakes are one of the most critical systems on the car, so "tinkering" can be dangerous. Be careful if you start making changes to the brakes! Now there are kits out there that have been tested and proven, and what about them?

Air conditioning: the debate about R-12 (Freon) versus the newer R134a is much less a topic these days. While we all may agree that R-12 has a better cooling capacity, the industry has felt us "out to dry". In most parts of the world we do not have a choice, so R134a

it is. Yes, there are some special products out there too, but my point here is about R134a. How is it working for you, and are there ways to get better A/C performance?

OEM, original replacement parts: want to make that TR8 as perfectly original as possible? What parts are wearing out and seem impossible to find? What substitute parts are you finding that fit perfectly? What about those brushed velour seats in the late cars, found suitable fabric to re-upholster them??

Five-speed manual transmission fluid: we know that originally the Rover 5-speed was filled with a 75W90 gear oil, but cold winter conditions caused problems with the fibre gears of the transmission oil pump. The factory issued a bulletin and recommended an ATF fluid. We have since discovered a GM fluid designed for manual transmission with pumps. It has worked well for me, and for many others. But what else is happening in that field?

Radios/CD/Cassette/MP3: many things have changed in the audio field since the early 80's, so what's in your car? Or what do you want in your car? The original radio location is quite steeply angled, so in-dash CD players have often been a problem. Also, the slot is not deep, so a short radio chassis is important. Done something neat? Tell us about it!

MEMBERS WRITE IN

Philip Johnstone from Australia writes:

WEDGE TIP #149 - Glove box straps

You can replace the plastic glove box straps with wire items. Choose some black insulated multistrand wire and solder them to some electrical solder terminal lugs and fit them under the plastic rivets. Remember to put a half turn or so of twist in them to ensure that they curl back out of the way when the door is shut.

WEDGE TIP #272 - Headlight pod corrosion

Most Wedge headlights develop corrosion along the top front edge of the alloy housing. This is probably due to the fact that water is trapped there behind the rubber surround. A quick solution is to drill a small drain hole up through the rubber. A hole about 3/32 inch diameter in the middle is all that is needed. Concours judges will never see it unless they look carefully when the headlight is up. Of course it is best to do it with the rubber surround removed!!

If you found these two "tips" useful, you might be interested in a CD full of TR8 information such as this, being sold by someone known on the TR7 and TR8 Mailing List as "Major Tom". You can find him at email address majortom@epub.com for more details.

SPEEDOMETER CABLES

Most 5-speed TR7 and TR8's can use the single-piece speedo cable GSD333.

VERY LATE cars with the push-button clock & trip resets are different!

However as stated above, from about 1977-1980 model year, if you have the two-piece speedo cables with counter box, you can bypass the counter box with this GSD333 cable. Most vendors have superseded the GSD287 to this GSD333 number.

David Huddleson Ottawa, Ontario

Question on VIN Number

How many TR8s were made with TPLDV4AT? It is the "V4" I have the question about. I thought all TR8 made in 80 had TPsomethingDV8AT numbering. V8 vs. V4 ???

There are not very many....The "L" in "TPL" shows that to be a Canadian-spec car, and the "4" from the "V4" specifies the automatic transmission. We know that many of the early Coupes, the ACN series, were automatics, however most of the production convertibles of 1980 and 1981 were 5-speed manual. However, you will also find that VERY late in production, there was a batch of "SAT" prefix cars built with automatic transmissions. Guess they wanted to use them up before the production lines shut down forever....

So, to summarize, the "4" specifies the automatic transmission...

David Huddleson
Ottawa, Ontario

A/C Thermal Fuse

I found the A/C thermal fuse at a NAPA store. It is Part Number 208820 and cost \$4.59 each. Looks just like the originals.

Jay Snaveley
1980 TR8

A Little More On the Thermal Fuses

Trust me, you won't find it at any GM dealer. These things were only on a few models for a couple of years in the early 70s, so dealers haven't had them in many years. Go to a Pep Boys or other such chain auto store and look on their A/C rack, or show your old one to the kid behind the counter.

Caveat: If you recently replaced the compressor and installed one with a high pressure cutout switch instead of a superheat switch, you will have to rewire the system or install a jumper in place of the cutout. How can you tell? A superheat switch will have a long probe soldered on the compressor end to prevent you from installing it in a compressor ported for an HP cutout.

Electrically, a superheat switch will be normally open when the system is pressurized, whether running or not. A superheat switch closes if it detects vacuum in the low pressure side. An HP cutout is normally closed, and only opens if it senses extremely high pressure in the high pressure side. If you install a new thermal fuse in a system with an HP cutout switch, you will blow that one as well.

Wayne Simpson

StagHunter@comcast.net

Speedi Sleeve Repair for Worn Crankshaft Seal Surfaces

by Joe Worsley

If you have experience oil leakage from your front or rear crankshaft seal area don't loose hope. I does entail a little work but it will be worth it. Speedi Sleeves are thin metal shim stock sized to just fit over the area the lip of the seal rubs on to provide a like new surface. The price is typically around \$35 which is well worth it.

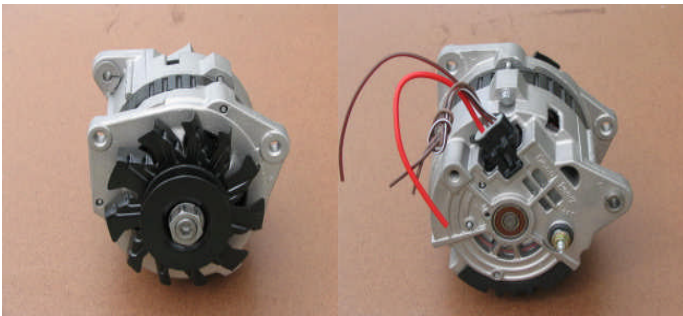
The front dampener seal surface diameter is 1.915". There is a Speedi Sleeve # 99192 which fits a 1.090" to 1.915" diameter surface. This might be a better alternative.

.The rear crank seal area is 3.25". The #99326 sleeve fits a 3.25" to 3.256" diameter surface. This sleeve unfortunately is very narrow and must be carefully centered on the wear area. There is another one I noticed which is #99322 which fits 3.247" to 3.253" surfaces and might be wider. I didn't check that. I used the previous two sleeves on the last engine I rebuilt.

The Chicago Rawhide Co. makes them as one of their large product line. Their web site listing of them is found at

ALTERNATOR UPGRADE

By
Joe Worsley



There has been a number of suggestions on the replacement of the famous for failing Lucas alternator. One of the most reliable and easily obtainable alternators out there is the Delco alternators. Unfortunately everything I have read uses the mid 1970's series of alternators or Bosh alternators which are reliable but expensive. I ran across a alternator on Ebay recently that was advertised as a replacement for MG alternator which as you know use the Lucas units. I did some research and called the guy advertising it and found out it has the identical mounting ears as the Lucas unit and you only need to rotate the front cover to place the mounting tensioning holes in the correct position. This is not a new idea as there are several MG web sites that talk about using the alternator. Us Triumph folks just haven't gotten around to it.

I ordered one and it cost me about \$75 plus \$13.50 for shipping with no core exchange which is a \$30 item at most parts stores. It's a Delco CS-130 series alternator which was made in the early 90's and used on a number of cars. The particular one that has the proper mounting ears is for a 91-95 Saturn 1.9L engine(116-L4 SOHC) It was also used on the Pontiac Grand AM 3.1L engines and some Chevy's around 1994. I also picked up a used one for \$24 including shipping off Ebay.

A couple of the Delco numbers I found are 210208854 and 21022863. The output rating is 96a so it will be plenty strong for the cars. The CS-130 alternators are also available in higher ratings but I'm not sure the mounting tabs are the same

You can also purchase one from Autozone , Advance or one of the other folks and get a lifetime warranty on it but you will have to pay the core charge.

All of the Alternators require rotating the face to get

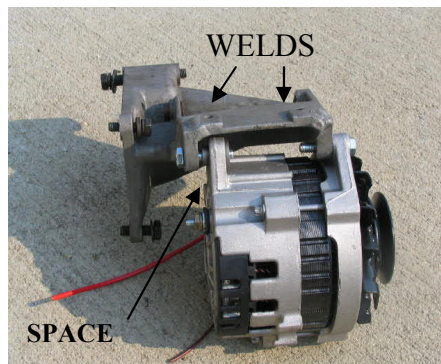
the proper positioning of the mounting and tensioning holes. The alternator has bolts holding it together that are external type Torx type so a small purchase of a Torx socket set will be necessary.

When it's rotated you will see that the tensioning bracket hole isn't threaded like the Lucas unit. You have the choice of installing a 5/16 helicoil or just using a bolt with a nut on it

The connector used is a readily available at most auto parts stores and comes in a 3 or 4 wire plug. Only two of the wires will be used You can connect them to the original wires by using insulated crimp type connectors or twist them together and solder using a piece of shrink tubing to cover the soldered connections. The large red wire (S) will go to the battery terminal on the alternator. It is the same as the little brown wire that provides the battery voltage level sense on the Triumph The brown with red tracer wire will go to the harness ignition (brown/yellow) wire by way of the dash alt light and the others aren't used so they can be cut off at the connector or just taped up You won't need to connect the small brown wire from the wiring harness which is a feedback for the battery charge level. It was originally connected all the way back to the battery and later went to the battery terminal on the starter.

The alternator only comes with a serpentine belt type pulley although I found some advertised with a "V" belt and serpentine pulley supplied. The simplest thing to do is stop by your local alternator repair shop and pick up a "V" belt pulley for about \$5. The center of the alternator shaft takes a allen wrench to hold it and the nut can then be removed easily to replace the pulley.

I noticed a small space between the ears of the mounting bracket and the alternator mounting ears. I would put a thin washer there to take up the space. The Lucas alternator have some of the same spacing but not as great. On the three cars I have I noticed the top of the alternator mounting bracket the re has been a area welded on each side where it apparently



cracked either due to over tightening the alternator bolts or a pry bar was placed between it and the alternator to tighten the belt so be fore warned. Be sure to check the clearance between the adjust-

ing bracket and the alternator fan blades

Installation after that is straight forward. Once converted you will have a reliable easily obtained alternator.

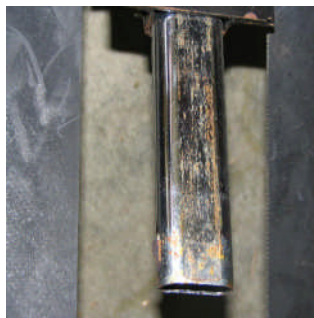
HEAD REST REMOVAL

By

Doug Jensen

How to remove the headrest has come up several times over the years

The post retainer clip faces towards the drivers side as pictured. There is not one on the passenger side on all three headrests I looked at. There is only one



retainer clip. this picture shows it all. (he clip is just resting in there and comes right out if asked to with pliers

The first picture is just for perspective on the headset from the rear with the protective cover The second



picture is of the post wit the retainer clip protruding on the left side. This is what you are fighting to get the headrest out. The third is the retainer clip removed from the headrest post. As you can see it is a spring clip that resides inside the post and must be depressed to remove the headrest. The headrest post retainer clip protrudes from the left side of the post on both seats. I checked both of mine on the car and that is correct for both seats.

The protruding spike can be depressed and the headset will slide right out. How you get to depress it is another matter. The fourth picture shows the post and retainer clip near maximum extension at a point where it will hit the post guide and stop the post from being pulled all the way out I took both sides out on

my car and it appears that you could go up the back of the seat and release it. Also, I think if you had the head rest apart. you might be able to go down from the top of the metal support on the headrest itself. From looking down the hole I see about 3 inches of metal creating the guide and then a plastic piece that will not allow you to unlock it from behind. . If it were me, and you still have the seat in the car, I would try to get something down the slot. You know how you use a credit card to break into a room. When I redid my seats, I bent the clip slightly so that I would never have this problem again. That was years ago, so I can't remember the technique I used. I hope these pictures help and you can give us your results.

Doug Jensen

I took one of the spare seats I have down from the shop storage and attempted to remove the headrest by jerking it out as I have seen posted on the list. That definitely didn't work for me. (believe that if you ever had the seat cover off I would slightly file the retainer clip to allow it to more easily pass the slot when jerking hard on the headrest).

I took the seat cover retainer clips off the bottom of the seat back cover to allow me to slide it up enough to view the retainer housing on the seat. As Doug said you can't depress the retainer clip without physically getting to it. I don't see any way of getting to it thru the post hole at the top as the fit is too snug. Once the bottom of the post can be reached it is easy to depress the clip with a screwdriver or any other tool you can get to it. It's relatively easy to remove the seat back upholstery and get it reinstalled I have replaced one of the seat backs on my DHC previously without any problem

Joe Worsley

Tire Replacement

By

Joe Worsley

I recently read an article put out by the Ford motor company stating that tires should be replaced at least every six years. I'm sure a lot of folks reading this will relate it to the past problems Ford had with their Firestone tires. I have heard this several times in the last few years and have experienced old tires with great looking tread blowing out.

Two years ago my wife and I were on interstate 40 heading toward Ashville pulling our 28' travel trailer. I felt a little wiggle in the trailer but didn't pay much attention at first but decided to pull over and check. I found the a tire had thrown it's tread and shredded the

finder skirt on the trailer. I went around to the other side and found the same thing only it got the plumbing also. These were 5 year old tires. Needless to say I pulled in to Morganton and rode around town on two tires with only cord showing where there should have been tread. When I found a dealer that had trailer tires he told me that the tire manufacturers were recommending a 4 year replacement due to tire failures causing accidents.

I also experience tread separation on a car my mother had that had 8 year old tires. Two treads separated on a trip in it.

How many of you have looked at your tires and said well they look good enough for another year or so. Have you thought about how old they were. I would almost bet that a lot of us that don't drive the cars daily are running around on tires that could be a big safety hazard. So the moral of the story is spend the money and buy a new set occasionally and cry over the tread that's still left on the tires you are discarding.??

Rear Brake Cylinder Installation

Carl McIver post a link to a Chicago MG club that demonstrated a method of installing the clip. If you are careful and don't stretch it during installation this would be another possibility
<http://chicagolandmgclub.com/techtips/mgb/536.html>

to his TR6

TR8CCA Web Site

Some of you may have noticed that the World Wide Wedge web site has been worked on since it's destruction by hackers. We need to thank Jin Tencate for the work he has put into it. Jim is one of the original designers of the WWW web site.

The TR8CCA web site used to be hosted within the WWW web site but maintenance was taken over by Johan Vorsterman of the Netherlands and hosted was moved to his server which was also hacked. When you go to the WWW edge site and click on the link to TR8CCA it takes you to Johan's server with the remains of the web site on it.

I'm not smart enough to write in HTML like Jim, but I can use one of the Web Page designer programs and hope to restore that site and place the content on the WWW Wedge site as it was previously. There's a lot of content still stored on the WW edge site that is useable. I'm having a little trouble with it right now but hope to get that ironed out shortly.

British Fuse Rating

Tim Buja posted the following information on fuses for our cars. The printed ratings on the fuses are often confused with ratings for American fuses:

A British automotive fuse will run continuously at 1/2 its rating but will blow quickly at its rating. For example, a "35A" fuse will never blow at 17A but will melt quickly at 35A - you may see "17A continuous 35A blow" printed on the paper inside the fuse or on the glass envelope. These fuses meet the IEC publication 127 standard for time/current curves, and have a fuse element that appears to be a thin round wire of uniform diameter through its length. An American automotive fuse will run continuously at 110% of its rating and will blow within 4 minutes at twice its rating. The fuse element is a flat piece of metal and may have a narrowed center section. The fuse rating is stamped in the metal end cap(s). (Underwriter's Laboratories spec 248-14 states that the fuse must carry 110% of its ampere rating and must stabilize at a temperature that does not exceed a 75C rise at 100%. The fuse must open at 135% of rated current within one hour. It also must open at 200% of rated current within 2 minutes for 0-30 ampere ratings and 4 minutes for 35-60 ampere ratings.) Using the same "35A" fuse in the IEC example, it would never blow at 38.5 amps, will blow in two hours at 47.25 amps, and within four minutes at 70 amps.

We will have a tech session concerning this topic at the 2005 VTR National Convention. This demonstration will be done outside so we don't set off the smoke detectors in the convention center when we melt the wiring harness before blowing the fuse

Air Pump Replacement

There have been a number of request on the list about placement air pumps for the TR8. Patrick Opasal posted a comment recently about obtaining a replacement for the TR8 air pump. He had bought one from Kragen for a 1977 Chevrolet Impala, 350 V8. \$40.00, lifetime guarantee which is part of the Parts America company on the internet and I believe also Advance along with a couple of other stores.

Cardone A1 number 32112. The Cardone number I researched for the chevy pump is 32107.

I emailed Cardone and asked them what the difference was and they replied that different mounting holes on the pump were threaded. When I emailed Patrick about it he said that all the holes he had to use were threaded so I guess they are using them as a interchangeable item.

Here's the response I got back from A1 Cardone about rebuilding the pumps

There is a R & R program .There's a 80% chance we can rebuild the unit without seeing it. There are a couple of Cardone part numbers that will fit:

The Original which is a 32-112 – 10:00 Lug not threaded. 4:00 lug threaded 32-107–1 0:00 Lug Threaded, 4:00 Lug not Threaded

Raymond L. Fitzgerald, Jr. CARDONE Industries

Karl Knowles also posted on the list that he had gone to NAPA and purchased the chevy pump and it carried a 51-107 number for \$50.

If you purchase a item thru Parts America on the internet and they have a core charge you can take it back to any of their affiliated stores which are listed on their web site instead of having to mail it back.

The Cardone pumps that fit are original 32-112 which I have one of and a 32-107 which is the one used by Patrick. Both seem to have the orientation and actual threading of the mounting holes the same.

Joe Worsley

*How Hot is Hot
By
Brad Wilson*

The TR8 is a difficult car to cool effectively. The frontal shape and lack of a conventional grille require that the cooling system be in top notch condition. The title of this article has been the subject of recent internet discussion groups so for the benefit of all TR8 owners here is what I have experienced with my cars.

"Gauge readings above 1/2 are unacceptable". Not necessarily, but the halfway point is a good place to aim for. To achieve this I made the following modifications to my cars: First, I instructed two radiator manufacturers to construct a bolt in replacement made entirely of aluminum. This was inspired in part by a visit to the Shelby factory just outside of Las Vegas. Firm #1 produced a very high quality product made of marine grade aluminum among other features. Firm #2 also provided a nice product albeit of slightly lesser quality construction (part epoxy). Both products perform well. I believe that with the cooling challenges our cars face, the superior heat dissipation of aluminum cannot be beat. My experience is that old technology copper/brass radiators (even when fitted with

uprated cores) just do not get the job done. The second issue is the electric cooling fans (a/c cars): The stock yellow fans tend to draw large quantities of current, are no longer readily available new and are not easily serviced. Sure, you might find the odd NOS one at a Fiat parts house but for all practical purposes they are NLS. My philosophy is that upgrades are fine as long as one does not cross a certain "line" and hacking up my radiator mounting frame would certainly have crossed it so a replacement had to be found that would bolt directly in. After trying several alternatives, I discovered that the fans from a 1997 through 2004 Porsche Boxster have exactly the same mounting pattern! Wedgeparts sells these fans for \$249 which is cheaper than your local Porsche dealer. It is necessary to drill out the mounting tabs on the fan to accept a 6mm bolt instead of 5mm and use a different electrical connector since the mating one to the fan is proprietary BMW technology. I use a GM weatherpack. Since the Boxster fan is a two speed unit, it is also necessary to construct a new wiring harness that runs across the headlamp apron panel.

Thermostats: In the blue car (radiator #1) I am using a 74oC (165oF) thermostat. The silver car (radiator #2) has an 82oC (180oF) thermostat, but it really does not matter since both are (or should be) fully open at the half way mark on the gauge which is somewhere in the region of 88oC to 93oC. Thermostats are a red herring when it comes to cooling system maladies - the real issue is lack of basic cooling capability - transferring heat to the surrounding air. However, one important aspect about thermostats for our cars is that they be equipped with a one way "jiggle" valve to allow trapped air to escape, and that said valve be installed in the 12 o'clock position.

The result of these upgrades is that my temperature gauges now register half most of the time. On a cool day, the needle will run between 1/4 and 1/2. On a very hot day, in direct sunlight, at motorway speeds I have seen it go to between 1/2 and 3/4 but these were extreme conditions and strangely enough on the very same day in stop & go traffic the needle stayed at one half! I have the fans set up for low speed using a 76/86oC sensor in the radiator and an 87/92oC sensor in the manifold. The a/c system is not currently charged (that's the subject of a future article), but I found that removing the condenser did not make much difference with either the old system or the new.

Another down side to the stock yellow fans is that they can be murder on alternators and fuse boxes. There have been a number of failures of rebuilt Lucas 25ACR alternators recently and it is now my belief that these units should be restricted to non a/c cars as an upgrade for the 17ACR unit. Since I have yet to

see a GM fitment that does not look cobbled together, I decided to try an 80 Amp Range Rover Classic alternator (1987-1992) and it bolts right in, and the thin brown exciter wire is deleted. Since the RR alternator fits, that also makes available some very nice Bosch & Marelli units but they are expensive.

Some thoughts on coolant: I was not about to put some cheap yellow jug product into my brand new aluminum radiator! Most cheap anti freeze contains phosphates and these are harmful to aluminum. One coolant that I can definitely recommend is Volvo green coolant (was p/n 1381081-7). Saab and Audi also have blue anti-freeze products but unlike Volvo they do not specifically state on the container that they are phosphate free.

One thing that is missing from my car are the baffle boards either side of the radiator which exist to prevent cooling air from escaping past. Since these have been unavailable for some time, they might be a good candidate for a remanufacturing project if anyone can provide dimensions or samples?

One final technical tidbit: Since the silver car is actually a TR7 with a 3.9 Range Rover engine there is no provision for the high temperature switch in the intake manifold and the RR thermostat housing which normally houses that switch could not be used. What to do? Well, since the RR fuel injectors are controlled by a GM tuned port injection, speed density computer I was simply able to let the computer activate the fans and the on/off temperature can be programmed directly into the computer chip!

Cars and Parts For Sale

NOTE: AUTOMOBILE For Sale ads, will be listed for only ONE issue of the newsletter. Ads will only be repeated upon request, and repeats will be for 1 issue each time!

The following item is listed on the Red River Triumph web Site

1980 TR8 bought from Precision Motors in Richardson, TX, has 3 documented owners. I bought the car from the 3rd owner. Car has 53,000mi. And has been setting since 1990, parked because of carburetion problems. The top has tears and that's the reason it need a interior.

Replaced the carbs, fuel tank and fuel lines. The car

runs fine now and I have been able to drive it around the yard. No major issues mechanically. Known prob-

lems—temp gauge sender, power brake booster, cosmetics (paint, carpet, seat covers), some rust on the hood. The car has lots of potential for the right person. The firm price is \$3,000.

Thanks, Jackie Robinson,
Jackie.robinson@txcars.ang.af.mil

1980 TR8 Coupe, TCN16005UCF, 31,026 miles, Mint Condition, White with Green Plaid Interior, New Muffler, Catalytic converter & trunk mat, 5 Speed, Located in Oxford NY, 607-843-8892 or email to R2D2@ascent.net, Moving Need to Sell Reduced to \$10,000. Arthur Kennedy.

Brad Wilson's Wedgeparts:

Sun visors: I talked with the vendor a couple of weeks ago and they said that they had all the parts to make the visors. We are about ready to go in production. It looks like the price will be about \$50 each and at this time are planning to make them in black, Blue and tan. There is some question on the tan color as it seems there's a new and old tan out there so decisions are still to be made on that.

The fuel line clips are at a break even point so we still need orders on them.. The floor pan plugs are in need of support. We have a ways to go on the bbreak even point.

If anyone is struggling with trying to get a carbed TR8 through emissions the Fuel Injection kits we have developed are the way to go! Performance and reliability are icing on the cake!

We need to hear more from you on what is most needed. I am willing to try to have items made if there is a market for them.

Fuel injection conversion emissions results: I took both the silver (PFI) and blue (TBI) cars through Nashville emissions and both cars easily passed and that was without functioning catalyts!

We have an expanding range of other new TR7 & TR8 parts, as well as a selection of used parts. Orders can be placed via our web site:

www.wedgeparts.com or via telephone at: (931) 645-5283 or (931) 801-0509.

We accept Visa/Mastercard Thanks, Brad Wilso

TSI Automotive

As many of you know TSI has designed and manufactured many items for the TR8. They handle

uprated springs, bushings, sway bars and many other items. They also have several versions of uprated brakes starting at a reasonable price for reworking you callipers to accept a larger set of pads. Along with this they also can supply Kevlar lined front pads and rear shoes. This is done on a exchange basis for your old pads and shoes. Ted also sells on a exchange basis a rebaised proportioning valve that will do wonders for your front end dive which is so prominent on the TR7 and Tr8.

Ted Schumacher
tedtsimx@bright.net
<http://www.tsimportedautomotive.com>
108 S. Jefferson St.
Pandora, Ohio, USA 45877
Fax: 419.384.3272 (24 Hrs.)
Phone: 800.543.6648 (US & Canada)
Tech/ Gen. Information/ Worldwide: 419.384.3022

The Wedge Shop

Many of the hard to get wedge parts are available at Woody's wedge shop, Expert engine information is available as well as complete turnkey engine rebuild/ replacement or upgrade to a 4.0l or 4.6l engine. Woody can provide engines built to any stage of power wanted. All work is done by Woody and his professional machine shop source that has extensive experience on the Rover based engine. He also can provide intakes with appropriate sized carburetors and proper jetting for the engine. Disk brake upgrades for the front and a heavy duty replacement rear axle can be supplied with disk brakes and limited slip. Tried and proven uprated cams and double roller timing chain/gear sets also available. Several brands of cams are available to fit your needs and heads can be ported and modified to accept double valve springs for that high revving engine if needed

Need a lightened flywheel? Woody can supply aluminium flywheels with steel clutch face inserts and up rated clutch dish size to handle that increased power you now have.

Distributor drive gears are now also available with no drilling required \$45.00 plus shipping.
Contact Woody at The Wedge Shop 508-880-5448,
SMCTR8@aol.com

Lanocha Racing

*NEW 4.0 Range Rover short blocks \$1995
Limited supply is available, includes New 1999 Range Rover Factory Fresh 4.0 Litre Aluminium Cross-Bolted Main Block with Stock 4.0 Crank, Rods, Pistons, Bearings and Rings. All components are totally as-

sembled. Non-exchange and No Surcharge. Can be utilized to replace your tired 3.5. Use in conjunction with your existing heads, intake, pan, etc. Depending on your performance requirements Lanocha Racing can supply all the necessary Tech help and or parts to transform your sports car into the fast lane. 4.6 and 5.0 litres with 275HP to 400+ are also available.

For complete info on these new products visit us at <http://www.LANOCHARACING.COM> or contact us at (410)557-0052

Misc For Sale

TR8 SALES BROCHURE POSTER

(Finally.....I started this in 1993)

The 24" X36" Poster contains all the images from the Coupe and Convertible Sales Brochures. The quality is such that you can read all the written words from the brochures **NEW LOW PRICE!**



The Posters are **\$20.00** for the first Poster + \$5.00 for shipping and handling and **\$10** for each additional Poster, so a total of \$25 for one and \$35 for two. Shipping and Handling is the same for US or Overseas shipment. Send payment to Bill Sweeting, 266 Linden St, Rochester, NY 14620 OR use my PayPal Account Bsweeting@aol.com and send me an email giving me your address.

The TR8CCA has COLOR reprints of the Car and Driver Road Test from August 1980. This is the one with the Triton green TR8 on the cover. These are a trifold with 6 pages total front and back.

IMPORTANT ITEM

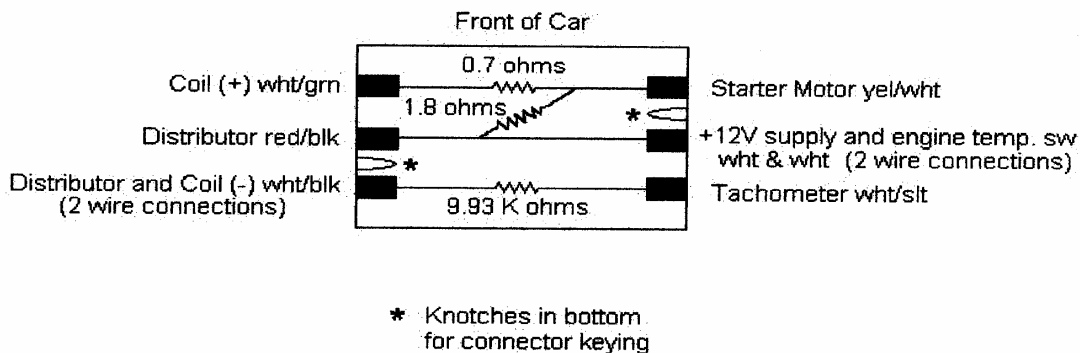
We need input for the newsletter. Dave and I are struggling to find content to put in it. If you want to see good articles we need folks to submit them. They don't have to be perfect as we can clean them up and possibly add to them but the important part is we need ideas to work on.

TR8 Ballast Resistor

Here's the wiring diagram for a Carbed TR8. Lots of folks have asked about them and it's a little hard to track it on the wiring diagrams.. I stole this one off the internet a couple of years ago so I don't know the source to credit it to but thanks anyway to whoever drew it.

If you have trouble with your ignition it would be worthwhile to validate that the resistor components are good. I have seen a problem with a intermittent tach that was attributed to the ignition module as the signal to the tach is developed thru the ballast resistor. We found that the 9.93k ohm resistor was defective. The problem was cured by just wiring a 10k 1w carbon resistor across the input and output leads of it. The value isn't as critical as it looks. Many resistors other than the old carbon type come in odd values.

Wiring Diagram for Ignition Ballast Resistor 1980 Triumph TR8 U.S. Spec. Carb.



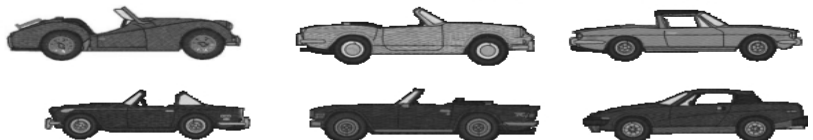
FOURTH GEAR LTD IS THE OFFICIAL SUPPLIER OF EMBROIDERED APPAREL FOR THE TR8CCA

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It's Summer Party time Again

" August 11, 12, and 13th--All British Cars and Enthusiasts Are Welcome"

The slate of events includes all of our traditional driving events and a participants' choice car show on the street in Downtown Indiana, Pennsylvania on Saturday night. It's starting this year, on Thursday night, and it will end with awards after the car show on Saturday night. As always, participants may camp in our fields for the nominal sum of \$15.00. . Motor home hook-ups are available at a charge of \$50.00

The charge for an adult registration for Summer Party, 2005 is just \$65.00. We are able to charge less this year, as we will not be serving a banquet. This does not mean that we will never have a banquet again, but banquet planning is very intensive work, and we decided for this year that it would be better to lower the cost of the event, and avoid the extra work of planning a banquet.

Driving events will include drag racing, a mountain road tour, a poker rallye, a TSD rallye, a gymkhana., and an autocross. Participants may camp on our grounds if they wish, as many have done over the years. There is lots of open space for rough camping in tents, and you may bring along hibachis and charcoal grilles for cooking if you wish.

Thursday night will be a time to get acquainted with other participants by holding campsite parties on TRF grounds. For non-campers, we are arranging to have several food vendors on site. There will be various entertainment possibilities on Thursday night, including "bed sheet drive-in movies" and seminars on various topics. TRF's resident DJ, Dave Hagenbuch, will provide music from his vast collection. Or, you may just want to have a few hot dogs and a couple of cold ones as you talk British cars with old friends and new ones. Flea Market vendors will be open, and TRF parts will be on sale at discounted prices. Parts sales at Summer Party are an important component for TRF, the business, and TRF will provide some good incentives.

Thursday night is also dress-up night, and you are requested to wear your favorite 1950's or 1960's attire. This covers everything from poodle skirts and DA. haircuts through Ivy League styles right up to the hippie and psychedelic styles of the late sixties. Uncle Dave's oldies collection is largely from the fifties and sixties.

Friday will be a busy day with a poker rallye, a mountain road tour, more seminars, flea market, food vendors, TRF parts sales, and drag racing at Pittsburgh Raceway Park. Dinner is on your own, and TRF will provide a list of restaurants in the towns surrounding the drag strip which is located approximately twenty miles west of TRF on U.S. Route 22 in New Alexandria, Pennsylvania..

Saturday is another big day with a TSD rallye and both the autocross and the gymkhana running all day. The participants' choice car show will be held in the evening, and all of the restaurants and bars in Downtown Indiana, Pennsylvania will have the welcome mat out for British car enthusiasts. Awards will be given at the end of the evening, and Sunday will be available as a day for traveling home. Campers are welcome to stay on TRF grounds through Sunday or even longer by special arrangement.

If anyone didn't get the TRF Summer Maintenance Catalog with the event information in it, Scott Lyons was good enough to post it at http://www.germansupply.com/Scotts_Folder/TRFSP.pdf and also the same info is available on the TRF web site in the Summer Maintenance Catalog <http://www.team.net/TR8/tr8cca/html/tr8cca-01.html>.

This has been the annual get together event for TR8 folks for many years. Lets make it a great success again. The TR8CCA will have a club tent there shared with the Stag club. Feel free to drop in and visit

Membership Application/Renewal

Mail Checks payable to TR8 Car Club OF AMERICA
to: Joe Worsley, 1591 Peoples Creek Rd., Advance, NC 27006
ONE YEAR MEMBERSHIP:

US & CANADIAN \$15.00 US FUNDS

OVERSEAS \$20.00 US FUNDS

(I encourage 2 years - makes less work for me! THANKS!)

>>>>>>>>>>>>

**WANT SOME
REGALIA**

>>>>>>>>>>>>

Qty

RENEWAL _____ NEW MEMBER _____

CLUB WINDOW DECAL \$ 4.00 _____

NAME _____

TR8 CLUB LOGO PIN \$4.00 _____

ADDRESS _____

CLUB KEY CHAIN \$8.00 _____

SALES BROCHURE CONV. \$8.00 _____

CAR & DRIVER REPRINT \$5.00 _____

MOTOR TREND REPRINT \$5.00 _____

TOTAL _____

PHONE (optional) _____ EMAIL ADDRESS: _____

SOME INFO ON YOUR CAR (if not already provided): Auto ___ or 5 SPEED ___

Year: ___ Coupe ___ Convertible ___ 4dr ___ (just kidding)

Color _____ Color Code _____ Build Date _____

Vehicle ID # _____ (windshield, drivers side door)

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ADVANCE, NC 27006