

# The Bulletin

of the Triumph Wedge Owners Association



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## Spring is just around the corner?

by Jim TenCate



The weather this Spring has been decidedly bizarre. Just a few weeks ago schools were cancelled and I woke up to see my pair of wedges under about a foot of snow. Yet today it's supposed to be 65 F and the Juniper pollen count is up around 10 or more which sends me into spasms! Tomorrow temperatures will be back in the 40s with rain and snow. Makes it difficult to be a "shade tree mechanic," even here in the desert Southwest. I hope in spite of the weather, many of you are starting to get your cars out and ready for another driving season; it *is* the Anniversary year of the TR7 after all. There are some nice car shows coming up, many where we expect a decent showing of wedges; try and plan to make it to one or more of them! I'll list the big ones I know about but there are lots more listed on the TWOA website under Events (thanks to David Elsberry).

- Britain on the Green (April 26, Mason Neck VA) put on by the Capital Triumph Register
- The South Central VTR Regional in the Texas Hill Country (April 22-25, Kerrville, TX)
- VTR Nationals (August 11-15, Geneva Lake, Fontana, WI)
- Triumphest (October 8-11, San Diego, CA)

and lots more I don't have room to list. Get out and drive your car and if your car *isn't* running, don't hesitate to ask any of the club Board members for help if you need it. That's what being a club is all about.

Some of you are wondering about the newsletter name on the front cover. **The Bulletin**? Yes, thanks to inspiration from Brent Roth, our newsletter now has a name, a catchy one at that. Bullet? Bulletin? Get it? If not, you should go and order John Clancy's **Code Name: Bullet** and **Bullet Reloaded** DVDs right now and see how the "Bullet" name is linked to our cars. We batted around a lot of ideas but **The Bulletin** really felt right. In addition, the newsletter format has changed too. Like HeadHoncho, one should use the right tool for the job; Microsoft Publisher was getting long in the tooth so we switched to Adobe InDesign. I'm still learning so bear with me. The font has changed too, Caslon, one of Ben Franklin's favorite fonts. The font was designed in England, but often the lead type shipped over to the new world had rough edges from the voyage across the pond. Sounds a bit like our cars! I cannot think of a better font choice. Also, it seems, and as you may have guessed, I'm to become the next newsletter editor, starting with this one. Wish me luck! As always, we need *you* to contribute, even if it's just a photo!

Speaking of changes, this newsletter marks the last with me, Wayne Simpson, and Tim Lanocha in lead roles (Tim as Past President, Wayne as Vice President and me as President). Tim and Wayne were key players in bringing about the TWOA in the first place. Tim handed off the "driving" to the rest of us and here we are today. I'd especially like to thank Wayne for his efforts on behalf of the club and for reading and replying to the endless streams of Email I've been sending him over the past 3 years. I couldn't have done it without his wise and sage advice. Together with the current Board, we've accomplished a lot, with a lot more to look forward to these next few years. I can't wait!

Total TWOA Membership: 485    NA Membership: 408  
Overseas Membership: 77

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## TWOA on the web:

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Editorial contributions to the TWOA Newsletter are welcome and encouraged. Submissions should be emailed to editor@triumphwedgeowners.org. Materials are subject to revision as needed for publication. Unless otherwise specified, all correspondence will be considered for publication.

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Cover photo: Michael Hart



## From the Navigator

by VP Wayne Simpson



It is Pi day (3/14/15) as I write this, and finally, after an unusually cold and snowy winter, it looks like Spring is finally around the corner. The snow is all gone in my part of NJ and a couple of days of recent rain has washed most of the salt off the roads. Very soon, it will be time to wake the TR7 from its slumber and ready it for another season.

What's on your list of things to do? For me, a cooling system flush is overdue, and I'd like to do some work on the suspension, taking into account our recent research on bushings, bump stops and springs.

Although our cars may have been sleeping, we here at the TWOA have been awake and active, trying to bring together the various projects and programs we've begun for your benefit. Here are some updates.

- **FASD Gasket Kit:** Thanks to Bill Derksen and his contacts, we have a supply of new gaskets for the 1977-1980 FASD air horn and adapter plates. These are laser cut and of very high quality. In the very near future, I will be sourcing the O-rings necessary to service these enigmatic little units. The intent is to make these parts available in the form of a service kit. We will keep you posted when these are ready.
- **TR8 Air Filter Adapter Gaskets:** Likewise, we have also reproduced the gasket that goes between the air filter box and the adapter casting on Stromberg equipped TR8s. This gasket, part number ERC 2068, has been NLA for a very long time. Sure, you could cut your own from gasket material, but our new laser cut piece is a lot neater. Look for it soon. This is, BTW, another Bill Derksen project.
- **TR7 Valve Shim Kit:** Sometimes it's the simple things that are hardest to accomplish, like how do you package up a kit of hundreds of valve tappet shims so you can ship them economically? Taken together, these are quite heavy so we've been looking at a compact compartmented box that will (a) hold all the shims of the various (40 or 50) sizes and (b) fit in a USPS small or medium flat rate box. This has been vexing us for months, but we think we have a solution.
- **Head Honcho:** A very popular tool this winter, the Honcho has been out on three sorties over the last couple of months. This has been a very successful program and has helped numerous TR7 (and Stag) owners safely lift stuck heads off their engines for rebuild and solves perhaps the most frustrating problem facing the owners of these cars, and people elsewhere are taking notice. I was recently

contacted by someone in the UK who is writing a book on the TR7 and was asked to supply a short description and history of the tool, so the Honcho may actually be appearing in a book soon.

- **Golden Tan Sun Visor Material:** We have searched the globe for this and come up empty, and it's now becoming clear that if we want it, we'll need to have it custom made. This will be a major expenditure for the TWOA, the most expensive thing we've ever done; but we know you want it, so we'll be seriously looking into it.

This has been a very eventful three years for the TWOA. We have gone from a club that merely publishes four newsletters a year to one that, along with our award winning newsletter, actively helps members keep their cars on the road by providing equipment, services, and now parts. For this, we owe a debt of gratitude to our President, Jim Ten Cate, whose boundless energy and enthusiasm for these cars has kept us moving in the right direction.

When we reformed this club 8 years ago, it was always our goal to develop a culture where service was a privilege shared by many rather than a life sentence borne by a few. To that end, you will be reading about our upcoming officer elections elsewhere in this issue. Your current Board has selected these people, who we feel will carry the TWOA forward on its mission to preserve Triumph's iconic Wedge cars. We encourage you to support these people as you have supported us. Although Jim, Dave and I will be stepping down from our current posts, we will not be stepping away entirely. Dave will be your new President, and Jim and I will continue to serve on the Board and manage the various programs and projects (regalia, parts, tool rental, ECU repair) that we have so much of ourselves invested in.

This will be my final column in the VP slot. Thank you for allowing me to serve you in this way, and I hope to see you on the road or at a show sometime soon. I'll be the guy in the bright yellow convertible on the show field, TSD Rally or Autocross course. Please stop by and say hello, and keep driving (and showing) those Wedges!



*This year The Gathering is April 17-19, 2015!*

## Bob and Dave's Excellent Adventure

2014 VTR Convention + Stowe British Invasion Report  
by Bob Thomas and David Huddleson

*Editors note: This is an abbreviated version of an article Bob and Dave did for the Ottawa Valley Triumph Club. More photos from their trip can be found here:*

<http://www.ovtc.net/bob-thomas-and-dave-huddleson.html>

Bob Thomas and David Huddleson from Eastern Ontario, Canada, were especially motivated to attend the VTR's 2014 convention due to TWOA's very special invited guest, Harris Mann. Harris, as you should know, was a stylist-designer employed within Austin-Rover-Triumph in the 1970's, and it was his sketch from 1970 that became the definitive TR7 that arrived in North America in January 1975. It was great to meet the man in person and he was a very genuine and personable character. He probably still wonders why we were all treating him like a rock star legend!



Whether your car is a real show car or barn-find, there are events at these conventions for everyone. Hey, if some old guy can drive 11,000 miles in a TR3 from California to get to North Carolina (no, he did not drive *directly*) to attend the VTR convention, you could easily drive 300-400 miles and make a vacation out of it! Gee, we did *just that* (made a vacation out of our trip), although our total mileage was significantly more than 400 miles!

We started our 800 mile journey to Dobson, North Carolina, from Bob and Fran's house in North Augusta early on Sunday, 7 September 2014 with David's 1981 TR8, Bob's 1980 TR8, and Fran's Honda CRV as the support vehicle. A full day

of cruising at 70 mph down Interstate 81 covered 500 miles and brought us to Winchester, Virginia, where we stopped for the night and



discovered our first and only mechanical problem of the trip, a non-operating electric radiator fan in Bob's TR8. It took "TR8 Tech" David about 15 minutes to diagnose, clean, and tighten

the responsible fuse holder and we were ready to go for the morning.

Another day of 70 plus mph travel ate up the remaining 300 miles in a hurry, and we arrived in Mount Airy by mid-afternoon where we checked into the Quality Inn that was to be our home for the next week. Mount Airy is a medium-size town in North Carolina that is located a few miles east of Interstate 77 and just south of the Virginia border. Andy Griffith was born and raised there and it served as inspiration for the fictional Mayberry in his television show. Mount Airy still capitalizes on that connection as we found out later in the week when we toured the town and saw Floyd's Barber Shop, Opie's Sweet Shop, and recreations of the Court House and Goober's Garage.

The Hampton Inn at Shelton Vineyards in Dobson, North Carolina, was the headquarters for the VTR Convention and is about 12 miles south of Mount Airy. After spending Tuesday morning touring the area to the south of Dobson including the gorgeous Pilot Mountain State Park, we arrived mid-afternoon at the Hampton Inn to register. In the course of the afternoon, we met many people that we only knew from email exchanges, including John Clancy and his wife Susanne who were there from England to record the event for another DVD in their series of mainly Triumph productions that they offer for sale. Many VTR members known only from the magazine or from online Triumph discussion forums also had faces finally revealed to us.

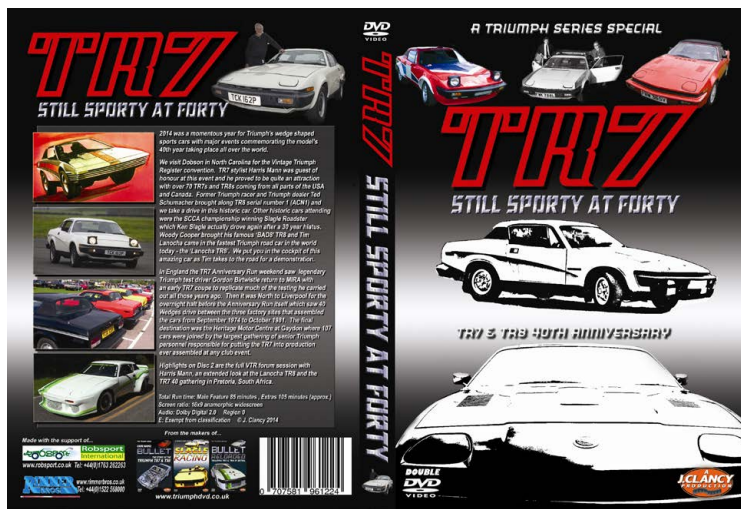
Since most of you read through a full report on the rest of the week's festivities in the last TWOA newsletter, we'll not repeat that in detail here. We attended the Tech Session Wednesday morning with Harris Mann and Graham Robson, the afternoon Racer's Forum with Ken Slagle, Ted Schumacher, and Bob Johns, moderated by Mike Cook and finished the day at the Welcome Reception. Thursday we did the Fun Rally and then joined the Hill Climb event in the afternoon. Thursday night we finished with a memorial run for Bill Sweeting followed by supper at a nearby restaurant where one of us got to sit next to Harris Mann! Paul and Kathy MacDonald, also from Ottawa, Ontario arrived earlier in the day on their way home from Florida and were able to attend the Convention for the last couple of days. It was great to see them there.



Both the Concours and Participants Choice car shows were scheduled for Friday at the gorgeous Shelton Vineyards. In addition to a winery and store, the property boasts a 5 star restaurant and a pond, all on a beautifully landscaped, rolling property surrounded by the vineyards. The rain held off until the show was over and David collected a 3rd place with his

TR8 in the judged Concours. To top the day off, it was announced that wedges outnumbered TR6s at the convention for the first time ever. That evening we were treated to an excellent southern BBQ (pulled pork) meal at Surry College. Security was provided by "Barney Fife" complete with his standard issue of one bullet (stored in his shirt pocket of course). "Barney" arrived in high style, driving a 1963 Ford police cruiser. Awards for the fun rally and hill climb were given out and there was a fund raising auction of donated items to complete the night. Saturday dried out enough to run the autocross in the morning and then before we knew it, the week was ending with the evening awards banquet held at a golf course near Mount Airy.

Sunday morning after breakfast, most people were leaving for home, but because we were going to Stowe for the following weekend we stayed an extra day and toured the Mount Airy area. We also had the opportunity to spend time with the Clancys who were flying back to England the next day. John owns an early TR7 while Susanne has a classic Mini. From that passion for LBCs they created a video company that has produced DVDs covering several British marques, and Triumphs in particular. John also writes for *Triumph World Magazine* and was heavily involved in organizing the recent TR7 40th Anniversary Tour put on by the TR Drivers Club in England. Very interesting and knowledgeable people.



[Editor's note: John Clancy has made a DVD of the Dobson VTR as well as the TR7/8 events in the UK and South Africa; order directly from John at [www.triumphdvd.co.uk](http://www.triumphdvd.co.uk) or from your favorite TR7/8 vendor!]

Monday morning we started our trip back north to Stowe, Vermont for The British Invasion by travelling up US Highway 52 to Fancy Gap where we got on the Blue Ridge Parkway. The Parkway is approximately 460 miles long and runs from near Waynesboro, Virginia south through the Blue Ridge Mountains down to near Bryson City, North Carolina. We drove 199 miles to the north end of the Parkway with notable stops for a pioneer village at Mabry's Mill and a panoramic view of Roanoke, Virginia. We were in sports car



heaven as we spent the entire day on a road that rarely ran straight or level. Hairpin turns and steep elevation changes were the norm and with no traffic or law

enforcement around, the 45 mph speed limit was treated as merely a suggestion. By the end of the day we had a greater appreciation for the mental and physical effort that it took Ken Richardson and Kit Heathcote to race through the Stelvio Pass at rally speeds in a TR3. We ended our day at the Best Western in Luray, Virginia, just as daylight faded.

After spending Tuesday to visit Luray Caverns, on Wednesday we went cross country from Hazleton on secondary roads, through the Pocono Mountains to Interstate 84 by way of Newfoundland, Newfoundland, Pennsylvania that is! We followed Interstate 84 east to the Taconic Parkway which we took north to New York Route 23 east into Massachusetts and then travelled north on a very scenic US Highway 7 to just below Williamstown where we stayed at a great spot called the 1896 House Country Inn and Motels. A first class pub and restaurant was a short walk from our door and we took full advantage of it. We stayed in their Pondside Motel unit and as its name suggests, there was a pond behind our room. We met the two resident ducks in the morning and they befriended us. Or I should say they did until our food supply ran out.



Our first stop Thursday morning was Hemmings Motor News in Bennington, Vermont. At first glance, the building looked like many older style gas stations, but a closer look revealed a couple of hot rods gassing up at the Sunoco gas pumps in front of a store full of collectibles and other automotive goodies for sale. Next door is a large brick building that has editorial offices upstairs, while downstairs is a shop and working museum of Hemmings owned vehicles. It's a pretty eclectic collection of cars and trucks with some neat displays of antique diagnostic equipment and other memorabilia. Another item crossed off the bucket list! From Bennington, we headed east on Vermont Route 9 to Brattleboro, then north on Interstate 91 and back north west on Vermont 103 to US Highway 7 which we followed north to Rutland where we stayed for the night.

Friday morning we travelled east on US Highway 4 towards Killington ski area, to Vermont 100 and followed this scenic route north to Stowe. As in previous years, we booked rooms

at the Town & Country Resort and Motor Inn which is outside of the downtown area on Mountain Road and very close to the show fields for the British Invasion. After checking in, we travelled to Burlington to pick up Lynda Huddleson who was unable to make the trip to Dobson and travelled by bus from Ottawa via Montreal to join us for the "Invasion Weekend" in Stowe.



Registration is at the show field and takes place in an atmosphere of music, food and your favourite libations while surrounded by vendors both inside and outside the large white tents that anchor the weekend activities. Following that, the place to be is downtown with your LBC where they shut down the main street and the British cars line both sides while live (mostly 60's British) music goes on until late in the evening. Stores are open and the restaurants are full in what amounts to a big block party with a backdrop of beautiful cars.

Saturday was overcast with mild temperatures, which as we all know, is perfect car show weather. The featured marques this year were Singer, who did a great job on their club display, and MG, who outnumbered every other manufacturer on the field. With a total count of over 650 cars, there was something from every era and most marques on the field. One brave woman even invited David and Bob to sit in an XK120 that they admired. I mean really, would you let one of those "wedge guys" sit in your Jag?

The wedge class had 1 TR7 and 6 TR8's in their group. Having 7 of these cars on display 40 years after the TR7 went into regular production in September 1974 might be a coincidence, but it seemed highly appropriate given the anniversary celebrations this year. With basically stock TR8s in a participants choice show,



neither Bob nor David figured they would win an award. In the end, an "all David result," David Twombly (red TR8 coupe) took first; David Blozie (grey TR8 DHC) took second; and David Huddleson (Persian Aqua TR8 DHC) took third. As David (Huddleson) chanted "I'm number 3, I'm number 3" Bob figured he was the real winner because his TR8 didn't leak a drop of coolant this year and it started every time!

Sunday at British Invasion includes the Picnic Basket Competition, Colours Competition (judging cars grouped by colour not make or model), and Blind Driver Obstacle Course (the blindfolded driver is "guided" by a navigator through a pylon course). Because of family obligations this year, we had to miss the Sunday events and left Stowe early in the morning for home.

Over the course of our 2 week adventure, we drove some 2300 miles that included high speed Interstates, two lane scenic highway, and congested city streets. We met the man who designed "The Shape" and some Triumph racing legends as well. We made new friends from all over North America and renewed old acquaintances too. Our Triumphs are meant to be driven and enjoyed. Plan your dream trip and make it happen. You'll be glad you did!



## 2015 Board of Directors Official Ballot

The TWOA Board of Directors recommends the candidates listed below for the four elected TWOA Board positions—and to hold these offices until the next election. To cast your vote, check the appropriate box next to each candidate. You may select or withhold votes from all, one, or multiple candidate(s). If you return the ballot without otherwise completing it, this ballot will be voted for the election of ALL candidates. Cut or copy your ballot and mail it to: Jim TenCate, Triumph Wedge Owners Association, 542 Todd Loop S., Los Alamos, NM 87544 USA. Emailed (scanned) ballots are acceptable too.

You must mail your ballots by the end of April to be sure they're counted.

- For  Withhold  **David Elsberry,**  
President
- For  Withhold  **Monica Hubanks,**  
Vice President
- For  Withhold  **Brent Roth,** Secretary
- For  Withhold  **Gary Klein,** Treasurer

## “You’ll be lucky to get 50 cars”

### Conventions and car shows, where did it all start?

by *Chris Hansel*

Recently I had to move one of my TR7’s to a different storage for the coming winter. It required driving up a mountain from the desert. As I shifted, climbing six mile hill, “Saturday Night Fever” came on the radio. I drifted back in time to my first experience as a wedge club enthusiast. It will be 34 years this July that I will have been involved with these cars, the showing of these cars, the racing of these cars, and the camaraderie with Triumph people who love these cars. How did it all get started? When was the first true VTR National Convention? I know, I just happened to have been there, Bartonsville Pa, July 1981.

I remember getting a flier regarding an upcoming car show in eastern Pennsylvania. I noted the flier had the same type of script and coding I often got from The Roadster Factory. It turned out this was not coincidence. Charles Runyan had supplied the mailing lists.

I thought about going, but I didn’t know a single person involved. My whole Triumph world at that moment was my passion for a 1977 Brown TR7 Coupe. I knew that TR7 was a complete orphan, and despised by the TR3 and TR6 crowds so I was very reluctant about going. But come Saturday morning, I convinced my wife to get into the 7 and drive over to Pennsylvania to see what was happening. I had no idea how this short drive would change my life.

It took us about an hour to get to Bartonsville. A group I never heard of, some sort of national Triumph club, was holding an event which they were calling VTR National. We got there about early afternoon in time to see most of the car show. I went inside and briefly introduced myself to some people, all of whom I didn’t know. They had names like Bill and Linda Sohl, Doug Hitzig, Ted Schumacher, Steve Rossi, Alan Stryeski, and Kathy Montiegel. Most of them were young in their mid to late 20s, and they were on fire for Triumph cars.

The people listed above were, in fact, the movers and shakers of this convention and VTR at that time. This was the first major show attempted outside the auspices one of three parent Midwest clubs; the Classic Car Club of Detroit, the Illinois Sports Owners Association, the Detroit Triumph Sports Car club. These were regional older clubs, who without doubt, were producing the greatest Triumph activity in the country. There had been Triumph meets previously, but they had been staged in conjunction with these larger clubs. Some of these events

were known as NATC, the North American Triumph Challenge. This name has made a comeback in recent times, it is sometimes used today when a host club chooses to use it. By the way, early wedge enthusiast Mike Bilyk from Detroit was also at that 1981 show and every VTR, and NATC since.

Dave Bingham, Steve Rossi and Bill Sohl were determined to break this pattern by making VTR into a totally national club. One of the Midwestern club’s presidents, when hearing VTR was going to try to stand on its own stated he thought they would be lucky to get 50 cars. In fact he was short about 100 cars, the total was an impressive 150.

The organizers of this event did their homework having gone to numerous previous events, and as they were working with a blank piece of paper and independently, they were able to fashion the convention in the manner they felt best. What they put together was a four-day event that became the model for all following VTR national conventions up to the present.

The 1981 VTR steering committee at first thought they would place the show in New Jersey, or New York. But the cost of hotels and getting people to come from elsewhere proved the plan wasn’t viable. Another location was sought out, the Playboy Club in Vernon New Jersey. But again there were cost considerations, and the lack of an autocross venue anywhere close. The committee then turned its attention to a Holiday Inn by Rt 80 and the PA Turnpike, Bartonsville. Bartonsville could also solve the problem most conventions have, access to a reasonably close autocross site. Insurance regulations being what they are, and even then, most hotels never allow this activity. Back in those days racing and autocrossing the cars was extremely important to the mostly young population of Triumph owners.

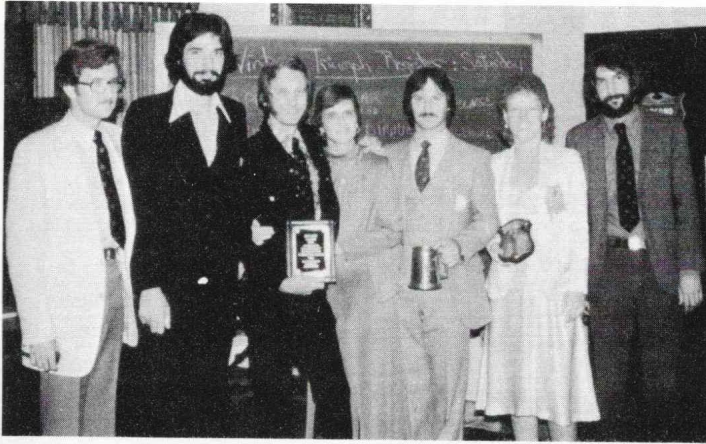
1981 VTR had a full spectrum of events. It had autocross, a TSD rally, a gimmick rally, auctions, or auto jumbles as we used to call them. It had a Concours car show, and it had the very first Popular Choice car show. Most notably also, through the pressure of the younger members of VTR, 1981 became the first show to include VTR’s moving event requirement, which is still in place. In order to win a national concourse event trophy you must take part in a moving event.

Something else happened at this show that is very important to wedge history, it was most likely the first time, as far as it can be determined, that VTR awarded national Concours trophies for TR7 and TR8’s. You have to remember VTR previously had a 10 year old requirement in order to show a car in Concours. That’s not unreasonable except when you consider the TR7 and 8 were still in production at that moment. Generally speaking cars still in production were never allowed to enter in any car show.

So how did this come about? Let’s have a look at the people who made these decisions. Some of these people’s names you’ve heard of, and some these people’s names you’ve never heard of. But why they are important and why they are significant to us in the TWA is the fact that they were the pio-



neers. These were the first VTR people to recognize and fully support wedge cars. In one of the photographs with this article you'll see most of the major organizers of this event.



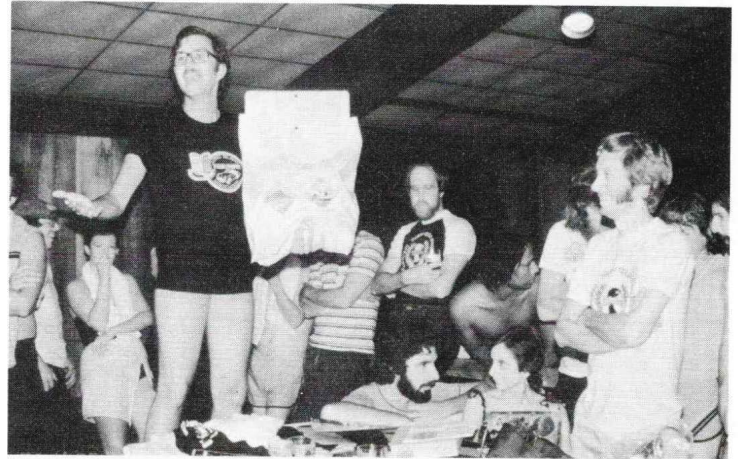
1981 convention committee (left to right): Doug Hitzig, Steven Rossi, Bill Sohl, Linda Sohl, Kathy Montiegel, Dave Bingham.

Let's start with Bill and Linda Sohl. Bill was an engineer for Bell Labs at the time. He had TR250 and a TR3. Bill had started the Long Island Triumph Association around 1975. In 1978 he moved to get closer to Bell Labs in New Jersey. Here Bill and Linda started in the North Jersey Triumph Association. Linda handled all of the behind-the-scenes heavy lifting. Beside the Sohl's stands a young then dark-haired man bearded named Steve Rossi. Steve went on to a career as a auto executive for several different international car companies. At the time of Bartonsville he was President of VTR. Steve was working for Saab and was the point man for developing the Saab convertible here in America. Steve is now retired and living in Connecticut. Bill Sohl later would become President of VTR, and also editor of the magazine *The Vintage Triumph*. Linda Sohl did *The English Channel* for a number of years as well. It's not well known, but Bill Sohl had a TR8 during this entire time and still owns it. He imported it personally from England in 1980. Bill and Linda are now retired and living in Northern New Jersey.

Also in this lineup besides Steve, Bill and Linda Sohl, is Al Stryeski with his later wife Kathy Montiegel. Both Alan and Kathy were the backbone of VTR for over 20 years running most of the events and regalia sales. They are now retired and living in suburban Philadelphia. Standing on the far right is Dave Bingham, Dave was instrumental in helping Bill locate the hotel and coordinating the flight over from England of Donald Healey along with Charles Runyan of the Roadster Factory. That's right Donald Healey was a special guest of honor at VTR 1981.

On the far left was a man named Doug Hitzig, Doug was only 25 years old at the time. I feel it is necessary to give Doug a little special recognition here because Doug was one of the prime organizers of this event. Doug was also a big TR8 enthusiast and took part in most the events winning first place in autocross in a TR8. Unfortunately Doug's car career, and

for that matter his life, was cut short in 1999 when he went to the hospital for simple operation but never came out. I knew Doug, he was always full of enthusiasm for the TR8 and was ready to go to a show with the drop of a hat, Also you will note from another photograph, Doug conducted the auction at Bartonsville.



VTR's poolside auctioneer: Doug Hitzig. Photo by Al Stryeski.

If we look at the VTR results for Concours class and autocross we don't see too many names today. But I think it is important to remember some of the folks who preceded us as we are getting up in age as a lot of this material is not well remembered, or recorded. I think it's important there is a record of the activities of the early pioneers of our wedge hobby, who they were, and what they contributed.

Photos courtesy of VTR and *The Vintage Triumph* magazine, Bill and Linda Sohl, and Mike Cook. Photo of Chris Hansel courtesy Wayne Simpson.

<i>Autocross TR7/8</i>	<i>Concours TR7/8</i>
1981 VTR	1981 VTR
<b>Class D - TR7</b>	1980 TR7
Gil Parker 47.7	Paul Desrosiers
Mike DeFeo 49.5	1980 TR7
G. Parker 52.3	Paul Koutsupoulous
<b>Class H - TR8</b>	1980 TR8
Doug Hitzig 53.52	Jeff Reubin
G. Schwenzfer 56.09	

Triumphs in the Heartland

VTR 2015 - Fontana, WI  
<http://www.vtr2015.com>

The VTR 2015 National Convention will be held August 11-15, 2015 in Fontana, WI - on the shores of beautiful Geneva Lake.



## Removing the anti-roll bar, in pictures

by J.A. TenCate

The front anti-roll bar is easy to take off and it's essential to do so before you do any other front end work, e.g., swapping out springs! Anti-roll bars are also known as anti-sway or sway bars, or even stabilizer bars. The instructions in the Repair Operations Manual are short, only 5 steps. Step 4 says to "Withdraw the anti-roll bar, adjusting the jacks as necessary to facilitate removal." Hah! Here are some tricks to do that safely.



1. Jack up the car, support with jack stands, remove the wheels



2. Remove the 4 nuts and bolts from the two anti-roll bar brackets and remove both brackets. I used a 17mm socket and 11/16" wrench to undo the bolts and nuts. The clamps (if you have them) can stay on the anti-roll bar.



3. Remove the pins, washers, and nuts (above); the end bushings will come free later. Electric impact wrench (shown) for the end nuts is nice but not essential. Put the wheels back on, remove the jack stands and let the car down on its wheels (below). I used boards under the wheels to make it easier to get under the car. That compresses the suspension and makes sway bar removal easy!



4. With a TR7 bar, you can just pull it out now. On a TR8, you can often muscle the bar out now too. But you can use a come-along if you're feeling fragile (like me). Two vice grips (with rags to protect the sway bar paint) and just 3 clicks on the come-along was all it took to get this one out. Voila!





*Ray VanCott with "Hogan" on his lap, keeping guard over a line of TR7s and TR8s at the 2013 Gathering, Dobson NC*

## A Chilly Update: AC conversions

*Ray and Hogan VanCott*

The A/C on my 1980 DHC is important to me and my wife especially during allergy season and the hot-sticky summers we get here in Williamsburg, VA. Two years ago I converted over to refrigerant R134a by just changing the fittings and having the R12 vacuumed from the system. All worked well for those two years but last May the front seal on the original compressor let go and I had a problem.



Immediately I went to the back issues of the TWOA newsletters and web postings to find a solution. Fortunately I found the excellent, Fall 2013 (reprinted from 1999), article from David Huddleson on his experiences. I did run into some issues with part numbers and suppliers of some items but David was always available to help. This article updates the Fall 2013 piece with current information. Additionally I had some later trouble with the Ranco Unit requiring additional changes and it is here that John Sanders came to the rescue with his experiences, along with pictures, of how to complete the job. I thank them both.

The portions of the AC system that I dealt with were the compressor, dryer, and Ranco unit.

The General Motors R4 compressor used on the TR8 was obsolete in 1978 when GM changed from their Superheat

safety system to one that relies on high pressure. I guess that GM sold the remaining obsolete units to British Leyland for our cars. In any case the safety switch system is really the only difference between the original TR8 R4 compressors and the later model. Both look exactly alike but when you remove the cap on the back of the compressor that covers the well where the safety switch is housed our TR8 well is deeper to accommodate the longer, Superheat switch.

Our compressor and the Superheat safety switch are not available and haven't been for years but R4 Compressors with high pressure safety systems are readily obtainable as rebuilt units from a variety of vendors. All the units I found were rebuilt by 4Seasons under part number 57225. I purchased my unit from Pep Boys based solely on price. It arrived within a week.

Another update from the 2013 article is the part numbers for the high pressure switch also manufactured by 4Seasons. The article mentioned 2 numbers, 35962 for the switch alone, and the 35961 for the switch and wiring kit. Recently 4 Seasons made a change to accommodate R134a. Switch # 35962 is obsolete and the new switch takes over part #35961. I found both the old, 35962

and new 35961 switches available, though the older ones are getting harder to find. My local parts supplier had both and both were available through the internet.

It is important to note that the new R134a, #35961, switch is not necessary for operation of a R134a system. A number of the older switches, including David's, are functioning quite fine today in R134a systems.

The new R134a high pressure safety switch, #35961, presents another problem. It has two wires and a 1 1/2" plastic extension that protrudes past the compressor housing. As our systems



only require one wire the instructions say to just ground out the 2nd wire. The plastic extension rubs tight against the A/C mounting bracket but it will fit with the bracket removed though it is very tight when you put the bracket back on.

The wiring in any case is straight forward. As David covered in his article, the black wire that goes to the switch and the Super-heat fuse are removed and the green wire that ran into the fuse is instead wired to the new high pressure switch.



So the compressor is installed and wired. Next you should change out the dryer. Again I don't know any exact replacement but a 4Seasons dryer, part number 33258 is available at most part stores. The cheapest turned out to be at NAPA under their part number 208631. It is about the same length and circumference as the OEM part. The only differences are (1) there are two ports on top and (2) there is no glass window to see the flowing refrigerant. Just swap out the old with the new dryer, install the Ranco probe, and you are done. David, in his article, recommends additional wiring to improve cooling by increasing fan speed but that work isn't necessary to get running and I didn't tackle it. So I added the R134a and I thought I was ready to go.

Unfortunately I wasn't. Once I fired everything up I was blowing cold air but the fans weren't coming on. The fans are controlled by the Ranco unit. The probe in the drying unit senses the pressure of the refrigerant and turns the fan on. As the pressure increases the fan changes from low to high speed but my Ranco wasn't working at all. I had to move to plan B.

Plan B, remove the Ranco unit, and install the Old Air Trinary unit as covered in a number of posts by John Sanders. The Trinary unit, Old Air part number 24-0103 replaces both the high pressure safety switch and Ranco fan controller. The unit is screwed into the dryer port currently occupied by the Ranco probe, and wired in. In my case, before I could do this installation, I had to have the Shop vacuum out the R134a refrigerant I just put it. Ouch! More money. Once that was done the Trinary unit went right in and was ready to wire.

There is more wiring required with The Trinary unit and I managed to make it more complicated than it actually is. John Sanders was very patient with me and really helped out with his pictures and a copy of an earlier article by Ben Zwissler on the same subject. Simply stated the Trinary switch has 4 wires,

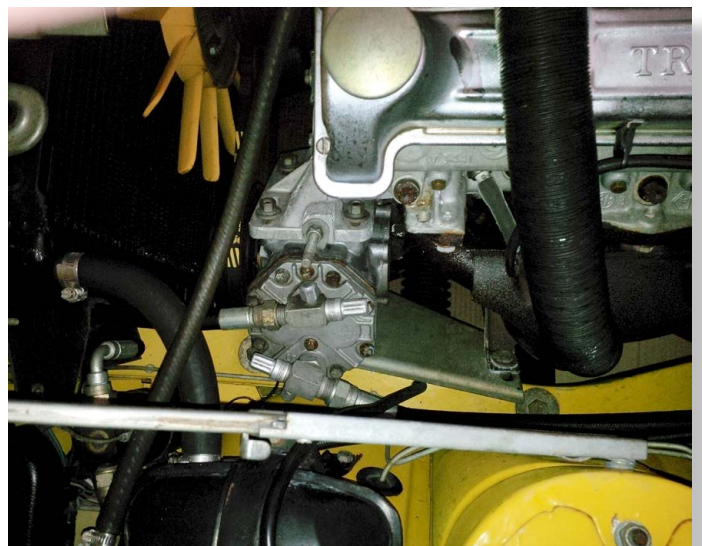
2 black and 2 blue. The black wires are joined to A/C clutch wires, one black wire to the brown clutch wire and the other to the green clutch wire. The blue wires are spliced into the fan wires currently attached to the Ranco unit. Re-fill the system with R134a and that's it. The A/C worked perfectly. The fans came on, both low and high speed, when they should and the car was cool.

As you read this you can see I went through a lot of work that became either redundant or unnecessary because of the failure of the Ranco unit. If I had gone with the Trinary switch in the first place I wouldn't have needed the high pressure switch and run into the confusion of the R12 and R134a switch changes and part numbers. I also would have avoided the expense of another system vacuum and refrigerant charge. But initially I wanted to keep the replacement as close to the original as I could. If my Ranco unit hadn't been working correctly the past couple of years I probably would have gone directly to the Trinary switch solution.

All and all the replacement of the compressor and safety systems was well worth the time and effort. Unfortunately right after the A/C was up and running the original alternator gave up the ghost. Time to convert to the Saturn alternator solution but that is another story.



We need someone to write up how to do a conversion to 134a for the TR7! Contact [editor@triumphwedgeworks.org](mailto:editor@triumphwedgeworks.org) if you'd like to tell us how. *Photo: Wayne Simpson*



## Spring is Just Around the Cornering? (Part I)

John Clifford and Jim TenCate

This is the Spring issue of the newsletter so it only seems proper that we discuss TR7 and TR8 springs! With any discussion of springs comes talk of ride heights, spring sag, and uprated springs. As you might guess by now, we've been testing and measuring the springs we can get from our vendors and some NOS ones as well. Reported here are some results of what we have found. This is by no means the end of the story, we'll deal only with front springs in this issue, we'll have more to tell in the Summer issue too. Read on!



Bill Piggott, in his book *Original Triumph TR7 & TR8, The Restorer's Guide* has the following to say about the TR7 and TR8 front suspension:

*"Relatively few modifications took place to the TR7 suspension system, and although the front subframe itself was modified from engine numbers CG432/CL20328 onwards early in 1977, this did not directly affect suspension component interchangeability. In March 1977 the TR7's ride height was lowered by approximately one inch/25mm when the coil springs were shortened [see below]. When the springs were subsequently lengthened again, they were made softer, thus maintaining the new lower ride height. The TR8 used a different front subframe to take account of the Rover engine, but again the suspension was in essence the same as the normal TR7..."*

*"The front spring rates for the TR7 were around 90 lb, with the rear spring rate set at 165 lb. On the TR8, springs with rates approaching 140 lb front and 160 lb rear were used. [ERROR: no evidence can be found for a front rate that high in the TR8, see below.] The free length of the front springs on TR7s was reduced slightly from 13.74 in to 13.30 in from commission numbers ACG13001/ACW7001, although it was later lengthened again to 13.85 in from commission numbers ACG25001/ACW30001 onwards."*

(page 56, *Original Triumph TR7 & TR8*, Bill Piggott, MBI Publishing, 2000)

So, what part numbers were used for the front springs and how were they identified? What are the spring rates of the TR8? We got our information from various places and have tabulated it below, The TR7 *Repair Operations Manual* (ROM) is the best source, the TR8 ROM has nothing. For the TR8 blue stripe spring rate, an old Triumphtune catalog lists 96 lbf/in. We've made measurements on an NOS blue stripe springs and show the rate to be over 100 lbf/in. Here's the summary:

Part No	Stripe color	# Coils	Length (in)	Rate (lbf/in)	Application
TKC1328	green	5.25	13.74	88	TR7 no A/C
TKC1329	red	5.5	13.85	94	TR7 A/C, TR8 no A/C
TKC3454	white/blue	5.25	13.30	88	77-78 TR7 no A/C
TKC3455	white/yellow	5.5	13.39	94	77-78 TR7 A/C
TKC3088	blue	5.5	13.75	105	TR8 with A/C

So, how does a suspension designer pick a spring? (1) Number of coils (cited above) will depend on suspension travel, (2) the stiffness, spring rate, or spring constant (different definitions of the same thing) work together with the damping of the strut/shock to critically damp road input, and (3) there are ride height and handling considerations, i.e., where the center of gravity needs to be. "There are some bumper height laws to contend with... and also some ground clearance guidelines based on wheelbase, front & rear ramp angles for overhang and vehicle application. Also suspension geometry plays a part too" (this from a senior suspension engineer). **Ride height** has to balance all these requirements (see the photo of Bob Hansel's 1980 TR7 below showing one important dimension). Most of us, I dare say, would prefer a lowered center of gravity (CG) for better handling, as long as we don't bottom out on every sleeping policeman and the resulting ride isn't too bone-jarring.



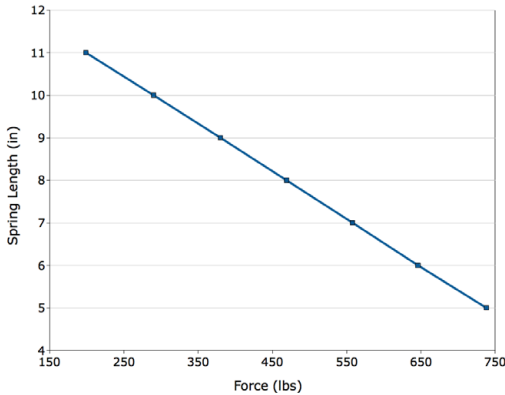
Before we go much further in this discussion, some definitions are in order. **Free length** of a spring is just that, how long the spring is, sitting on the shelf. Yes you simply measure it, top to bottom. **Spring sag** is any permanent reduction in that free length. From my reading on the subject I'd say sag generally became an issue when car makers starting trying to make springs lighter. Generally, if you measure sag to be anything more than an inch difference in free length, it's time to replace the spring. **Spring rate** is another spec that's misunderstood. Spring rate is the force it takes to compress a spring one inch about midway in compression. The units are pounds/inch but, alas, people quote spring rates in just pounds, e.g., a 100 pound spring is 100



lb/in which is confusing to say the least. The spring does *not* weigh 100 pounds after all!

How do you measure a spring? You put it in a force/load frame, compress the spring an inch, record the force it takes to get that, compress the spring another inch, record the new force it takes to get it compressed that far, and keep repeating that procedure. You can then plot them up. Shown is a plot done on one of the springs we tested, a blue/white TR7 spring.

Notice how straight (linear) the line is, this is not a progressive spring. All the TR7 and TR8 springs are linear like this. This spring started out at a bit over 13 inches and when we put 200



pounds on it, it compressed to 11 inches long. We kept increasing the force on the spring and recording the length and the result is the plot you see. With about 740 pounds on the spring it was only 5 inches long. The spring rate can be found from the slope of the curve from the two endpoints, 740-200 or 540 pounds and it shrunk 11-5 or 6 inches. Doing the math,  $540/6 = 90$  lb/inch, a 90 pound spring, pretty darn close to the factory spec listed in the table!

We have lots of springs measured now and we'll report on those next time but we'll share some significant things we learned already. Generally, we did not run into a big problem with spring sag on any of the TR7 and TR8 springs we've run across. Of all the springs we've examined, new and old, the free length never varied more than 1/2 inch or so. Spring rate does not seem to change with age or use either in the springs we've measured. That's been surprising, the springs are all extremely close to factory spec still. As an example, we have two springs to show you. The two springs shown in the photo (right) are both blue white stripe springs.

One has nearly 100k miles on it, the other is a new old stock spring that was sitting on TRF's shelf for years. They have the *same* free length and the *same* spring rate in spite of very different "life stories". I'd have no qualms about fitting these as a matched pair if I owned a TR7 that needed them.



We also have found what may be a problem. For the common TR7 red stripe spring, TKC 1329, several vendors appear to be supplying a superceded part number, GSV1029. The spring

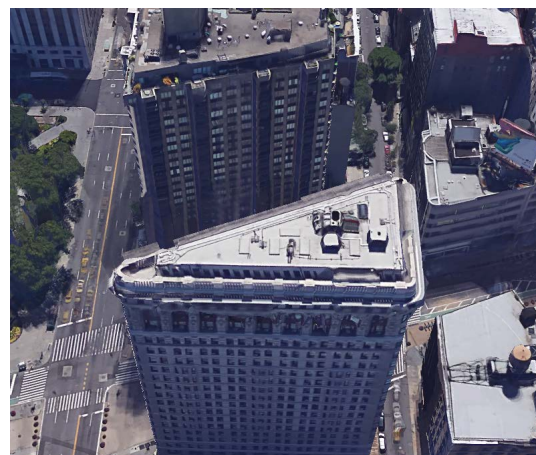
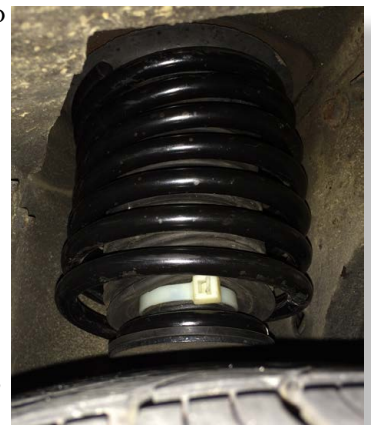


*Original red stripe TKC1329 spring and two superceded GSV1029 replacements (which have too many coils)!*

rate for the superceded spring is correct (we've measured them) but there are a few extra working coils on this spring and the spring coils will contact each other in normal service! That's *not* how a spring is supposed to work! We'll follow up on that with our vendors and will let you know next issue.

Some teasers for next time?

**Ride Height.** If it's not spring sag or change in spring rate, what does contribute to lowered ride height and bottoming? What about the uprated springs we can get for our cars, how do they stack up? The sprung weight on each corner of a stock TR8 with A/C is about 660 pounds. What about the TR7? It's lighter, how does that affect ride height? All these questions and more will be answered in our next newsletter. Stay tuned!



*Flatiron Building,  
5th Ave, NYC*

## TR8 Clutch hoses

Gary Klein and Jim TenCate

If you have original rubber brake and clutch lines on your car, you know that they are all exceeding old now. We reported in a previous issue just what a clogged rubber line looks like. The hose may appear to be fine on the outside but inside it's just a pile of mush. If you drive a car with such a hose, the brakes or clutch might engage just fine but the release? Well, that can feel ugly. The clutch on one of my cars felt awful, I was wondering if the clutch release bearing or clutch itself needed replacing but on a whim I decided to replace the cheap part first, the clutch hose. Turns out that was just the ticket and fixed the problem. But finding that hose turned out to be more challenging than I thought.



On the TR7, the clutch hose is one long piece. On the TR8, it's a small section of hose connecting the hard line from the clutch master cylinder to the hard line on the engine going to the slave cylinder underneath (left hose in the photo). I started looking for original clutch hydraulic lines and found that I could order a stainless Goodridge one from Rimmer Bros (\$\$) or Woody or an original rubber one from VB for less (or so I thought). Ted only sells the long TR7 stainless one, claiming that getting rid of those two connections means you have less chance of leaks. I opted for originality and ordered one from VB. Needless to say, the one from VB turned out to be a stainless one (middle one) and the threaded portion on the ends were too short to fit through the body mount and still have room for the jam nut and the nut on the steel lines. I could not tighten the thing down tight enough to make it stop leaking! Ack! Plus, the "short" hose was actually too long, it resulted in a loop when mounted. So, I ordered an expensive Goodridge one (to have something coming and to compare) and then we did a little calling around too.



Gary found a place called Henry's Engineering who offered to custom make a bunch of these up for us. They'd made up some hoses for Gary's TR-6 in the past and he was quite happy with them. They even agreed to cover the stainless braid in black to better match the original if we wanted and promised to get the length closer to original too. They sent one to us, I fit it and it fit perfectly. No leaks first time, I bled the clutch and the car and clutch feel perfectly fine. OK, it's not Concours but it seems Concours TR8 clutch hoses are not available anymore. Henry's has agreed to sell these at \$17.50 plus postage and can be reached by calling: [Henry's Engineering, Barstow MD, \(410\) 535-3142](tel:4105353142)

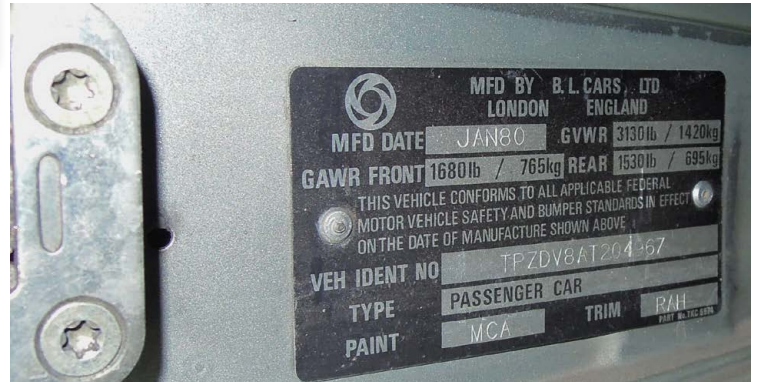
## The TWOA VIN List

Gary Klein

Have you noticed and wondered why the TWOA membership application asks for your car's VIN (Vehicle Identification Number), year, model, body style and color? Well the reason for our request is that TWOA has been tracking this information for many years in the hope of building a list of TR7s and TR8s that are still on the road. Understandably, the list will never be complete as too many cars have been lost over the years and not every Wedge owner today belongs to TWOA (how can we fix this?). Yet we believe there is value in collecting this information, for historical reasons, for establishing the history of a car, even for helping ascertain if a TR7 has been made into a TR8 at some point in its life.



Well the TWOA list now contains about 1,400 TR7s and TR8s. Most of the listed cars are TR8's, due to the fact that the TWOA predecessor club, the TR8CCA, started collecting TR8 data years ago (starting in 1983!). However, the numbers of TR7s on our list has been increasing the past few years as the TR7-owning membership has been on the rise. But we are always collecting information on these cars. We would like to archive information on as many TR7s and TR8s as we can so can you go to the TWOA website and view our list to see if we have your car's information correct? Go to: <http://www.triumphwedgetowners.org/wedge-vin-list.html>, take a look.



Is your car listed? Perhaps you own more Wedges than three that our membership form cannot hold? Do you have a parts car you've not listed? Do you know of a Wedge that you may have owned but is not represented or one that has visited the crusher? If so, then please send to me at [triumphwedgetreasurer@gmail.com](mailto:triumphwedgetreasurer@gmail.com) with your car's data, or as much as you can in the case of a previously owned vehicle and I will regularly update the list. Please send new vehicle information as well as corrections to what I already have. In the near future we hope there will be a link on the website where anyone can submit Wedge information for this list. Thanks!



# TWOA Website IDs have arrived!

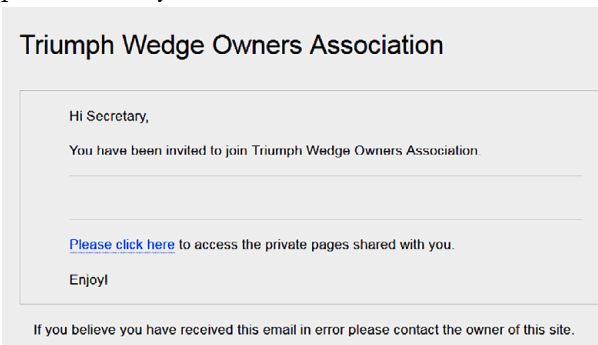
David Elsberry and Brent Roth

Starting on April 15th, the TWOA website will begin issuing user IDs to all active members. **At this time, we will remove the site shared password that we have used to grant access to the newsletters and other areas on the website for members.** Instead, using your email address and the password you setup, you will be able to access the protected sections of the site with your own unique ID.

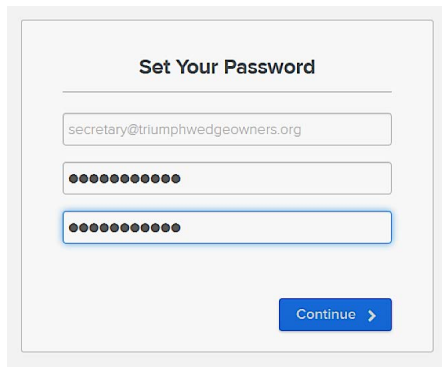
When your account is created, you will receive an email at your registered email address. The email will come from [noreply@triumphwedgeowners.org](mailto:noreply@triumphwedgeowners.org). The sender of the email will be [Invite](#) and the subject of the email will be [Welcome to www.triumphwedgeowners.org!](#) The email will be addressed to you.

In the email that you receive you will see a link that says [Please click here](#). Please click that link, which will open a web browser page to the TWOA website where you will set your initial password for your account.

Once you click the link in the email, and a web browser has opened to the TWOA site, you



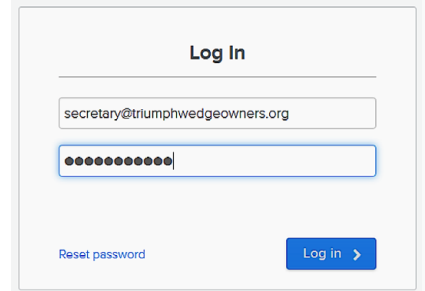
should see the initial password setup screen, similar to the one in the next image. It will have your email address already populated in the first field. In this example, I am using the [secretary@triumphwedgeowners.org](mailto:secretary@triumphwedgeowners.org) email address however you would have your own Email address in this field. In the two



boxes, you can type in your own unique password. There are not length or complexity requirements, but the passwords typed into the fields must match. You'll see where I've typed in my new password into the first and second box.

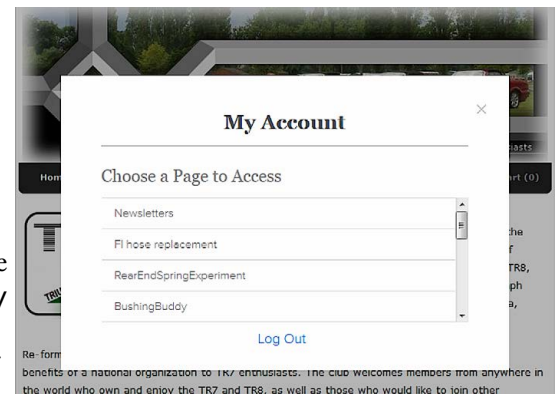
When you have successfully entered your password, press the [Continue](#) button. You will receive a verification window that tells you that your password has been successfully set. The window confirms that your password has been set, and provides you a link to [Log In](#). Click the [Log In](#) link on the page to now log into the TWOA site.

Once you've clicked the [Log In](#) button you will be presented with a window to log in. You will note that you can, at any time, reset your password if you have misplaced it. As long as you have access to the email address you registered with, your password can be reset. Type in your registered email address, and your new password that you set in the previous step. Once those items are typed into the boxes, click the button at the bottom of the box titled [Log In](#).



Once you have logged in successfully, a window will be presented which will show all the pages that are available to you. In the

example shown below, there are several options, which typically also show up under the main TWOA page menu, under the **Members Only** option. You can click any of the items in the window, and go straight to the page. Below is the window that you will be presented with.



For future visits to the TWOA site, you will see



an additional option on the main menu labeled [Log In](#) on the right hand side of the menu. An example of this additional option is shown in the photo below, circled in red. This can be used to log into the site and retrieve the menu shown in the prior image. If you wish to log into a page directly, you can easily just select the page from the main menu and if you haven't logged in, the site will prompt you for your email address and password.

We regularly receive a significant number of requests for the current website password. It is our hope that this should help resolve the issues that we all have experienced at one time or another, and make the whole site access process easier. Should you have issues, please feel free to reach out to any of us. We have setup a special email address just to manage user ID issues. If you are having troubles, please send an email to [idadmin@triumphwedgeowners.org](mailto:idadmin@triumphwedgeowners.org) for help. This email has several recipients, and one of us will reach out to you as soon as possible to help you out.



# The TWOA Toolbox

## Gunson Gastester

Gary Klein

Over the years, and for longer than I'd like to admit, I've owned more than a few Triumphs. All of my cars have been dual Stromberg carburetor fitted cars and I have been able to balance them and adjust bypass valves just fine. However, when it comes to the mixture adjustment, it has been a less than satisfactory success story. For years I've wondered how well the Gunson Gastester would work and a search for reviews of the device's performance on the web yielded about as much praise as disdain. So maybe I need to discover the situation for myself.



TWOA is fortunate to have several resident EFI experts, Jim TenCate and Michael Hart for example, and they have done a fantastic job of helping fellow TWOA EFI owners to keep their cars on the road. But I wondered whether The Club could do something to assist the carburetor crowd and the Board discussed and agreed to buy a Gunson, give it a test, and I agreed to write and report to the membership. I ordered one on eBay UK last week and the Gastester arrived yesterday. From the advertisement photos, I had expected it to be somewhat larger than it has turned out to be. The tester and all the bits survived the trip across the pond just fine.

Once the winter weather breaks here in Maryland, I'll give the Gastester a workout. Look for my article in an upcoming TWOA newsletter. If it looks like a useful tool, we'll work on a way to rent it out to you the members so you can all try it out!



What's the chance? This is a page from Korean Airlines in-flight magazine. The article was about Australian BBQ. Looks like a good condition yellow car.... Photo and caption: Kevin Denison via the TWOA Facebook group.

## Member's Cars



1980 TR8 owned by Dr. Ed Wilson, resurrected by John and Sandra Haines, after Ed bought it from the original owner who trashed it and dumped it on an E-bay auction



# cArcheology

A.N. Anorak

## ZKC985

Here are a few parts on your car that I bet you don't know you had! (Or maybe you don't actually have them anymore.) There are 4 of these on each TR7 and TR8, two on the bottom of the front fenders. Their function is to allow water to drain and to keep mud and road detritus from getting in. They're drain plugs! My newest car has 3 of its 4 drain plugs still, the photo shows the two on the drivers side, the other photo shows a black one and a white(?) one. What's up with the white one? The latest TWOA project!

These have a part number, ZKC985, yet, as you might guess, they are unavailable. They're even on the parts fiche and have been discussed in the past on various forums. One French forum I stumbled across commented that with them out you could probe up inside the inner fender well with a wire. Indeed, once I removed and cleaned the plugs I had, I banged on the front fender a bit and all kinds of crud came out!

Anyway, they seem to serve a useful function so how can we get these? John Walgren made a mold for us but it'd be a major undertaking to make piles of these. John, however, had worked these up in Solidworks and sent me the .stl files! Our High School Robot-



ics team has a new personal 3D printer which prints parts like this in recycled plastic. As an experiment, I had a team member print up one for me in standard white plastic. A photo of the new part next to an original from Brian Ridley-Jones is shown. It needed quite a bit of "flashing" trimmed off but in the end, was a pretty darn good match with the original black part. I've installed the white, milk-jug plastic one in the car for now, we'll see how it survives in the heat and altitude. Yes, I can also print it in black recycled plastic too. This might make an interesting fund raiser for the Robotics team and get us Anoraks some parts too. We did check to see if it made sense to 3D print these parts commercially. Way too expensive! Stay tuned.

By the way, if you can think of an NLA part that might be 3D printed, let us know!

## Original Exhaust Manifold Colour

Shown are a pair of low-mileage original exhaust manifolds taken off a fuel injected TR8. We're told that the originals were painted silver. Indeed, a photo (below) of an original NOS manifold sent to us by Fred Smith shows exactly that.

We're also told that the silver paint started flaking off after about 10000 miles from folks who have had their cars since new. The ones shown here came off a car with about 18000 miles on it and vestiges of the original silver paint still exist but they are pretty ugly. I really don't want to take off my exhaust manifolds again and using a dressing like Calyx is time consuming and messy. I also have read some reviews that says that the exhaust treatments/coatings that Eastwood now sells aren't

as good as they used to be. So, what to do? I've sent these off to Jet-Hot Coatings to have them ceramic coated once and for all (I hope). I'll let you know how that turns out next time. But I'm very curious to hear from you too. What have you done? Send us your experiences and photos please!

We also have never gotten a clear answer as to what the exhaust manifolds of the TR7s look like. Some tell us the early TR7s were painted black and the later ones silver? If so, we'd love to see photos. Inquiring minds would like to hear from you!

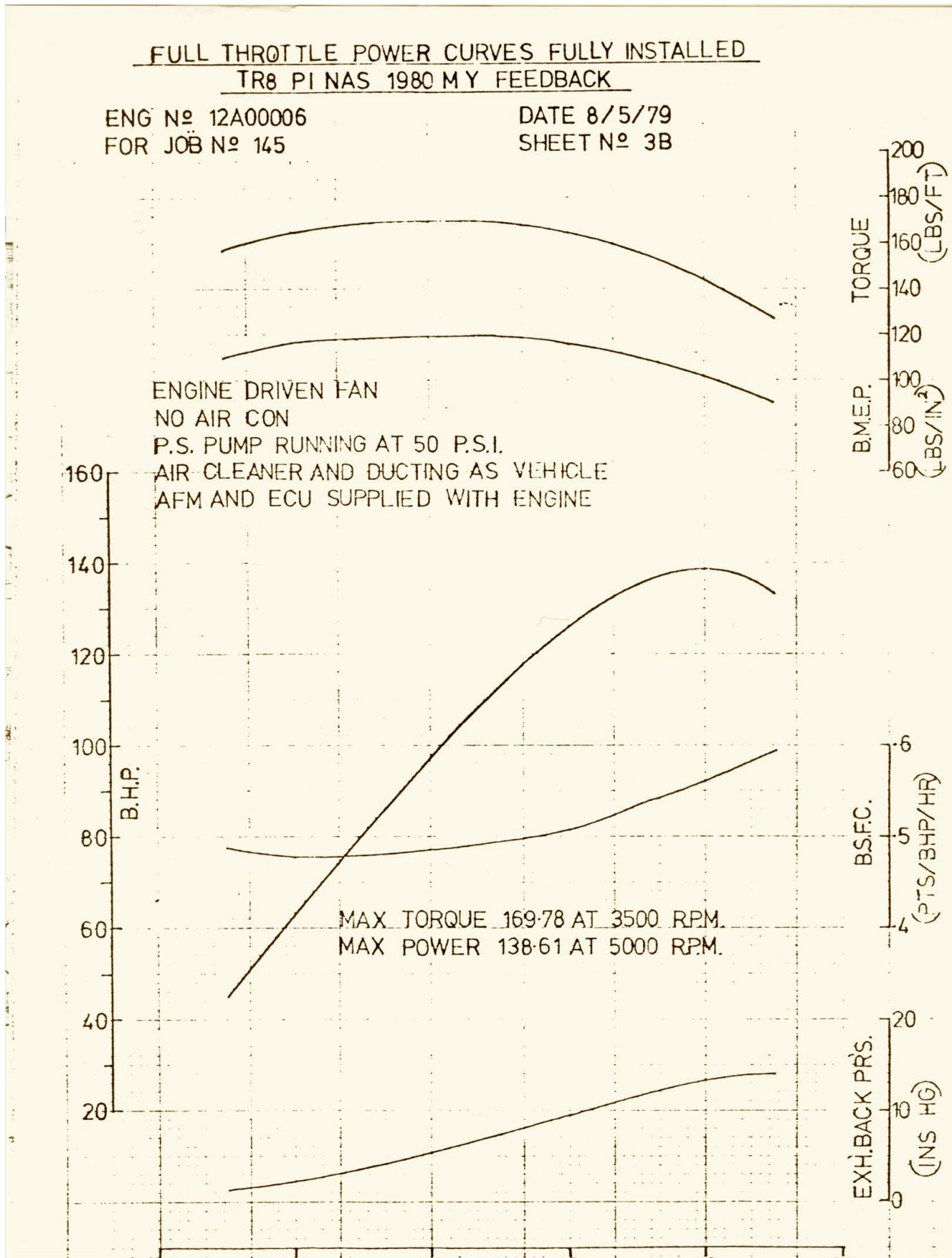


Below is a scan of something that was sent to David Huddleson years ago that he recently unearthed; it seemed fitting to include it in the cArchology section here. It shows the power curves of a North American spec fuel-injected 1980 model year TR8! Note the date and the results. Even the engine number is interesting, 12A00006. 14E is the spec of my two cars. Fascinating!

?!



A carpet color strip sample from an Australian company that makes molded carpets. Stay tuned for a report in next newsletter!





The long-suffering spouse of a TR8 owner (who completely failed to get her act together and arrange to bring her car to storage before the snow!)



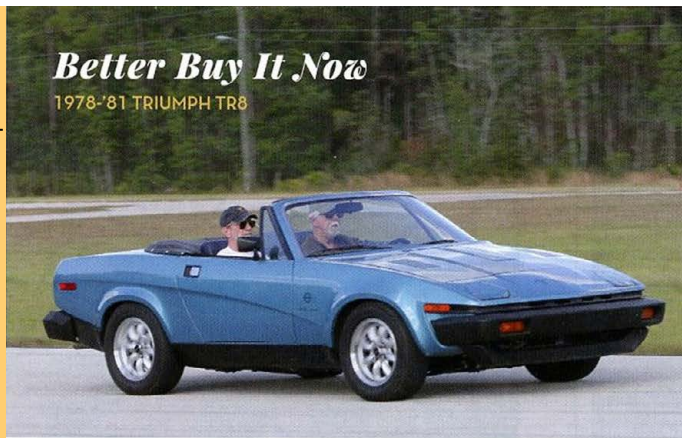
Darrell Wood's car cover



Spring snow covering a pair of TR8s in northern New Mexico

**Above:** Let's hope we've seen the last of the big snowstorms!

**Right:** *Grassroots Motorsports* highlight from last issue.



If we mention this prediction enough times in the magazine, maybe we'll look like geniuses when it finally comes true. Triumph only built about 2750 copies of the TR8, and prices have been flat for years. Hagerty still—yes, still!—says that less than \$17,000 buys the best one on the planet. A really nice example is still worth about \$10,000. Look at the facts, folks: In addition to the small production figures, remember that this one came from the factory with a V8.





**Triumph Wedge Owners  
Association**  
8153 Quarterfield Farms Dr  
Severn, MD 21144-2746  
USA

Mail Checks payable to: Triumph Wedge Owners Association

Mail to: Gary Klein, 8153 Quarterfield Farms Dr, Severn, MD 21144-2746, USA

ONE YEAR MEMBERSHIP: US & Canadian \$20.00 US FUNDS, Overseas \$25.00 US FUNDS  
(I encourage 2 years—makes less work for me! THANKS!)

RENEWAL \_\_\_\_\_ NEW MEMBER \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL : \_\_\_\_\_

SOME INFO ON YOUR CAR (if not already provided):

Vehicle1 ID # \_\_\_\_\_ (windshield, driver's side door)

Build Date: \_\_\_\_\_ Color Code \_\_\_\_\_ Trim Code \_\_\_\_\_

Vehicle2 ID # \_\_\_\_\_ (windshield, driver's side door)

Build Date: \_\_\_\_\_ Color Code \_\_\_\_\_ Trim Code \_\_\_\_\_

ARE YOU OPEN TO RECEIVING NEWSLETTER BY EMAIL? YES \_\_\_\_\_ NO \_\_\_\_\_

MAY WE ADD YOUR EMAIL TO OUR COMMUNICATIONS LIST? YES \_\_\_\_\_ NO \_\_\_\_\_