

Editorial

A note from Club Torque's Editor - Dale Barker



Well it looks like another bumper issue this time with a few more new items to tickle your fancy. We have the first of a planned regular feature 'Club Focus' intended to acquaint you all with the good folk giving of their time and effort to help run this august body.

This month's victim or should I say subject is none other than Tim Hunt who I'm sure many of you will already know, though whether or not you know as much about his Triumph and more particularly Club Triumph history as you will by the time you've read his profile is another matter.

We also have the return to the fold of 'Club Library' under the capable management of our Midlands rep Chris Allen – could he be the next victim of Club Focus? Probably not if he sees me coming.

Did you win the prize crossword? Better go to the Puzzle Page if you don't know already and find out there.

The rate at which material is arriving for Club Torque is truly amazing and gratifying and dead handy too as I certainly wouldn't have the time or know-how to write it myself – keep it coming please. There is again more than we can fit into this issue and as we have a few items 'left over' from the last one to cram in too, don't be disappointed if your piece isn't here, it will be in a future issue.

I would like to appeal to all would be contributors to supply, wherever possible, text articles in Word format, pics in jpg format and not to embed pics in text please – we only have to take them all out again and this invariably leads to a loss of resolution, mine usually!

It is highly unlikely to have escaped your notice that there's a little night out with dinner and award type thingies planned for next Saturday, the 20th of Feb at which some lucky and likely well deserved folk will be finding themselves getting honoured, some no doubt as honoured as a judge. If you're going along then I look forward to meeting you and hopefully not tripping over you too heavily on my way to or from the bar.

By the time you read this there will also have been the year's first Triumph show at Stoneleigh, the first Track Day (well nearly) on the full Grand Prix circuit at Silverstone (March 22nd actually) as well as a veritable plethora of local group and area meetings, night rallies, perhaps an Autosolo and we'll only be around a month away from the Historic Counties Run, the entry list for which is filling up faster than last year.

In short, there is just so much going on that there has never been a better time to be a member of this great club, so what are you waiting for? Get out there, have fun, meet new people, drive good roads, take pictures, write about the experience and send it to me – what do you mean ulterior motive?

Dale

Dale Barker (Editor)

Letters to the Editor...



Stag nuts



Image courtesy of: magiccarpics.co.uk

Hello Dale

Firstly let me say that the magazine looks really good and some useful and entertaining articles again. I have a Triumph Stag, and I try to do as much as I can myself. It passed the MOT last year but I knew that there was a lot 'amiss'. I have had a complete bare metal repair and respray of the passenger side and some work on the driver's side since then and at least the cabin is secure now before the winter. It is a working rather than a concours car but looking better year by year.

Anyway I have found a useful 'trick' which I have thought about passing on for some time. I am not sure whether it is already well-known and certainly do not want to take responsibility for others using it. Despite asking tyre replacement centres not to use the pneumatic drill to tighten wheel nuts (especially on the Stag which has alloy nuts), they inevitably do it when your back is turned. I don't think they have heard of torque wrenches. *Chances are that even those which do use a torque wrench will not know the correct (low) torque setting for Stags and other Triumphs with alloy nuts – Ed.*

Stuck with a tight nut, one option that has worked for me is to set the large ratcheted socket spanner in the 'lift to loosen' position, chock the wheels, protect the paintwork with plywood or a blanket and use the jack to cautiously increase the upward pressure on the socket spanner. Eventually the car weight on the spanner increases by being lifted by the jack and the nut starts to slide loose. It is much gentler than yanking at the nut if you haven't got a suitable torque wrench handy.

There may be all sorts of objections but do you think it would be a suitable 'helpful hint'? *I advise caution when using this method for (hopefully) obvious reasons but all tips are useful to someone – Ed.*

Royse Murphy
Gloucester