



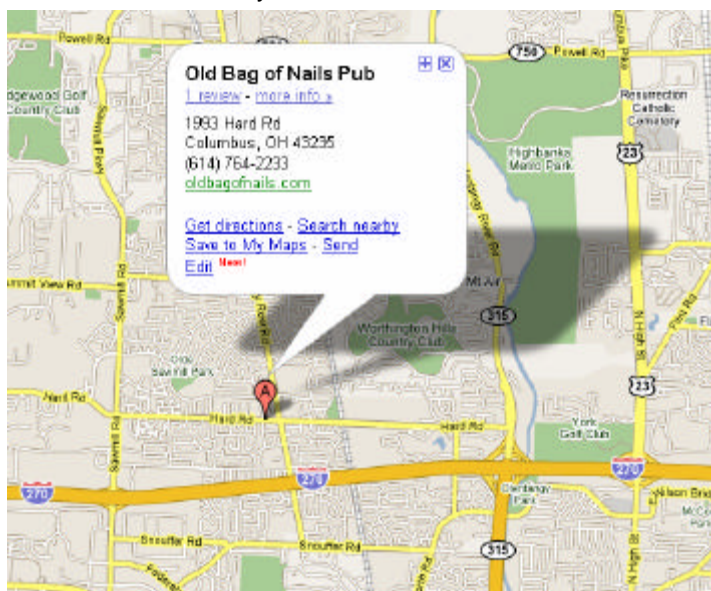
# Buckeye Triumphs Newsletter

Visit us at:  
<http://www.BuckeyeTriumphs.org>  
(and get your newsletter in COLOR)  
6-Pack Chapter  
Center of Triumph Register of America  
VTR Zone Member

**Winner of the VTR Newsletter Award – 2003!**  
..... and now 2005!

## BT May Meeting

Spring is here and the weather report looks great for tops down for the 6:30 Monday meeting of Buckeye TRIUMPHS. The site for the meeting is the Old Bag of Nails Pub located at the West end of the strip at the South-West corner of Hard Rd. and Smokey Row Rd.

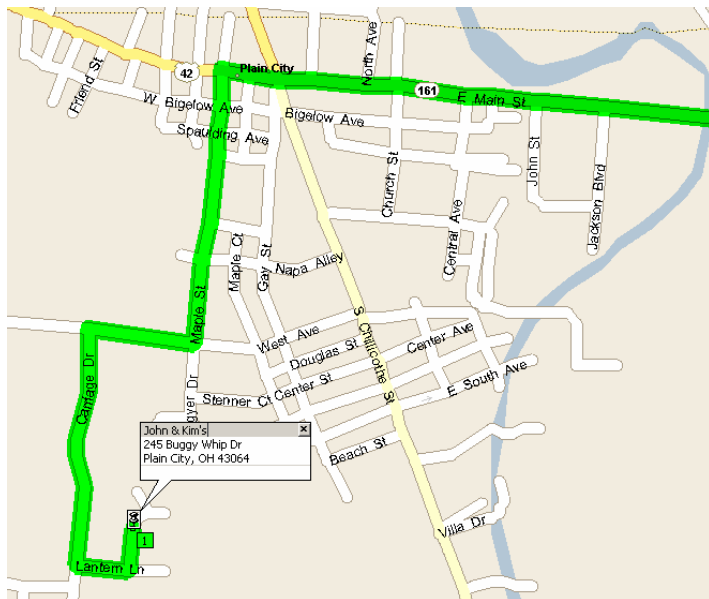


They are know for having the best fish & chips in the area with free additional fish. They also have many British brews on tap and a long list of single malt scotch.

The Old Bag of Nails Pub  
1993 Hard Rd.  
Columbus, OH  
<http://www.oldbagofnails.com/>

## BT Tech Session at the Johnson's

This Saturday (May 3<sup>rd</sup>), John and Kim Johnson are hosting an oil change tech session & Hooters drive  
Their address is 245 Buggy Whip Lane .Plain City, OH 43064



It starts at 9:00 am and when we get done we'll drive on over to Hooters on Hilliard-Rome Rd for a bite to eat. Just bring oil & filter and we'll use the lift so nobody gets dirty! This is a family event, all members are welcome. Any questions email me at [john70350@msn.com](mailto:john70350@msn.com) or call me at (614) 873-8245



Please join us for Central Ohio's 24th Annual British Car Show at our new location at Polaris, celebrating 50 years of the Austin Healey Sprite and 60 years of the Morris Minor.

Sunday, May 18, 2008  
9:00AM - 3:00PM

Quaker Steak & Lube  
I-71 & Polaris Parkway  
Columbus, OH

Host Hotel: Comfort Inn North/Polaris  
8400 Lyra Drive  
Columbus, OH 43240  
614.791.9700

Rooms for Friday and Saturday evenings will be held until May 1, 2008 at \$99.00. Ask for the British Car Council rate.

The Saturday Fun Rally, sponsored by Buckeye Triumphs, starts at 11:30 AM from the Comfort Inn for some daylight motoring through Alum Creek State Park and some antique fun on the square in Sunbury with lunch planned at the new Sonic Drive-In at Polaris.

The Saturday Meet and Greet/ Welcome Reception hosted by Central Ohio MG Owners, will be held at 7:00PM-10:00PM in the "Corporate Room" (on the lower level near the elevator) at the Magic Mountain Fun Center, 8350 Lyra Drive, next to the Comfort Inn. Cost is \$5 per person.

There will be signs in the lobby resembling British flags. Sprint Karts will be available. (You must be over 60 inches tall, and have a valid driver's license.)

A Portion of the Proceeds Donated to Canine Companions

For additional Information:

Tony Burgess 614.899.2394

John Huddy 614.846.2321

Bill Blake 614.403.1074

## RIVERRUN

SATURDAY, MAY 24, 2008

A Sports Car Driving Tour

Riverrun is a 300+ mile, all-day driving tour using some of Ohio's most interesting and challenging roads. This year we'll go southeast through the Hocking Hills to Pomeroy. After a meal at a local diner or a picnic on the riverbank (recommended), we'll drive northeast along the Ohio River to the historic riverfront village of Little Hocking. There we'll pick up the ever popular SR 555 to Zanesville and Tom's Ice Cream Bowl.

Cars leave the Bob Evans at US 33 and Gender Road, near Canal Winchester, between 8 and 9 am. We should be at the Ohio River around noon and finish by 6 pm., depending on the time spent sightseeing. There is no fixed schedule nor any assigned speeds. This is a tour rather than a rally.

The Central Ohio British Car Club Council invites all driving enthusiasts, regardless of vehicle make, model or type, to join us on Riverrun 2008.

Call Eric Jones at (740) 363-2203 or e-mail [rexkars@gmail.com](mailto:rexkars@gmail.com) to reserve your spot. There is a \$5.00 fee to cover expenses. Any profit will be donated to Canine Companions; in 2007, we donated \$200.

### Editor's Corner

As you can tell from the first 2 pages of the Newsletter - there is plenty to keep us busy this month.

For myself, I have been slow to start this season, mostly because of gridlock in our garage. I hope to have that resolved soon. I'm not sure if the weather will cooperate for the oil change on Saturday, but I'm sure that the wings will still be good at Hooter's (John Huddy said he would save a seat for everyone)

It was nice to see actual Triumphs at the last meeting, and we had a great turnout. Business will take me away on the 5<sup>th</sup> - but Murry and Jacqueline's meeting at the Olde Bag of Nails sounds great, too.

Looking to this month, we will have our "pre" drive for the BCD event on the 17<sup>th</sup>. Bill Blake and I have been discussing the route. It looks like the Corvette club has taken over the Sonic that day, so instead of having lunch there, we will look for other spots along the trail. We should

still end up at Sonic, though, just to show the Corvette people what true sports cars look (and sound) like. Saturday nights get together at Magic Mountain should be fun with the addition of a bit of "fun kart" racing. (I wonder if John VanNorman and I will "fit" in the fun karts)

BCD at Quaker Steak looks to be fun as well. I think the new venue should bring out some new members, and I hope it also generates more interest in the hobby to the general public. Be sure to check out our web page [www.buckeyetriumphs.org](http://www.buckeyetriumphs.org) for all of the details - Ann Gillman has done an excellent job with the information here.

Also this month, be sure to attend the RiverRun (May 24<sup>th</sup>) event put on by Eric Jones and Susan Logan. This "tour" is a hard day of driving with a lot of twists and turns. Triumph folks: let's have a good turnout and show up the Miata's! (not to mention the MG's)

I hope you enjoy this month's newsletter, it's a whopper. Many thanks to all who contributed - I couldn't do it without you.

See you on the road this month!

Bruce Miles [bmiles@intinfo.com](mailto:bmiles@intinfo.com) or  
[bmiles@buckeyetriumphs.org](mailto:bmiles@buckeyetriumphs.org)



### President's Corner

Well April has been a tough month for our family. Kim's father passed away on the 21st after a long battle with Alzheimer's disease. There has been a large outpouring of support from our Buckeye Triumph's family and we appreciate everything club members did to help. I know how very touched Kim was with everything club members did for our family and it will not be forgotten.

Well on to club business. April was also the first month this year I got to check out member's cars at a function since 2007 and that was nice.

Our meeting in April at City BBQ (hosted by the Bill & Kathy) raised another \$146.00 for our treasury! Steve Neumann's tech session was a great time too. His garage was more than large enough for the great turnout, and we got a lot accomplished in one day.

It seems like every club function I go to I'm meeting new members and that is a very good thing. At our last meeting I had the chance to meet Joshua & Holly Blunck and if you get a chance to see their Jasmine TR6 you will be impressed. If you check out our online calendar you'll notice that once May hits the events come at us fast and don't let up until fall.

If you need to get ready for the season I'm opening my garage and hosting an oil change tech session & Hooter's drive on May 3rd. Just bring oil and a filter and we'll use the lift to change the oil and dispose of the old oil for you. This is a family event and you are welcome to stop by and take a drive and eat with us even if you don't need to lube your

Triumph! Special guest mechanic Joe “Ace Wrench” Lynch will be leading things.

Remember that British Car Day is rapidly approaching and to pre-registration must be postmarked by the 12th, so get them out now. I have talked to many club members who will be attending 6-Pack TRials in Tennessee this September and it looks like we might be the largest single club in attendance again this year. TRial’s is the one event that Kim talks about daily; I think the fact that the world’s largest scrapbook store being nearby has something to do with this. May’s meeting will take place at The Old Bag of Nails Pub on Hard Road on the 5th and will be hosted by Murry and Jacqueline Mercier.

Gotta motor.....John

## **BT Meeting Minutes**

### **Minutes of April, 2008 Buckeye Triumphs Business Meeting**

Attendance: Bill Blake and Kathy Scott, Mary, Buck and Sean Henry, Joe Lynch, John and Charma Huddy, Jacqueline and Murry Mercier, Jim and Gayle VanOrder, John and Kim Johnson, Steve Neumann, John VanNorman, Bev and Gary Nettle, John and Becky Hartley, Rod and Pat Yost, Kevin Eschhofen, Jim and Margo Washburn, Doug Mansfield, Bob Mains, Sam and Carol Halkias, Bruce and Ryan Miles, John Schilling, Carl and Elaine Moore, Chuck Davis, Terry Graham and Charlie Bruce, Josh and Holly Blunck.

The April 7th, 2008 meeting of Buckeye Triumphs was called to order by President John Johnson at 7:30 pm at City Barbeque near Polaris. John thanked Bill and Kathy for arranging the meeting. The club gets 25% of the proceeds from food purchases this evening.

Josh and Holly Blunt were introduced and welcomed into the club. They are the owners of a 1971 TR6.

An update was given on Eric Jones’ medical condition.

John reported that Ann Gillman has added a slide show of photos to the website. She is requesting bios to go with the pictures. We now have a video link and are hoping to get lots of footage of the cars this year.

#### **Tech sessions:**

Saturday, April 12th, 9:00 at Steve Neumann’s home for teardown of his TR6. Steve lives near Jerome High School, not far from Henry’s home.

Saturday, May 3rd, John Johnson is offering the use of the lift in his garage for oil changes, etc., then on to Hooter’s.

The May 5th meeting will be hosted by Jacqueline and Murry Mercier at the Old Bag of Nails on Hard Rd.

#### **Upcoming events:**

Herman’s Hermits will be at the Aladdin Shrine Center on April 26th.

The Plain City Scooter Show is Friday, May 2nd. If interested in going, meet at Bill and Kathy’s at 9:00 am.

British Car Day is May 18th. Bill has registration forms.

Arthritis Show is July 11 and 12.

6 Pack TRials – September, Townsend, TN. (A rescheduled football game there may affect the weekend.)

John Johnson commented on the new “Rust in Peace” section of our newsletter.

Ticket sales for the 50/50 raffle totaled \$60. Chuck Davis was the lucky winner of \$30.

The meeting was adjourned at 7:45 pm.

Respectfully submitted, Charma Huddy, Secretary

## **Thank You from Kim Johnson**

To the Buckeye Triumph Club members:

Last week was a difficult time for me and my family, with the passing of my father. However, the outpouring of sympathy and support, from our Buckeye Triumph family, made things a little bit easier. I want to express my heartfelt appreciation to all the Buckeye Triumph members who reached out to us in our time of sadness. Thanks to all those who sent cards, called with their condolences, sent casseroles, came to the viewing / funeral service, and provided support in our grief. It truly is remarkable what caring and loving members we have in the Buckeye Triumphs Club. Your kindness deeply touched my heart. Thank you.

With warmest appreciation,

Kim Johnson

[kimjohnson@columbus.rr.com](mailto:kimjohnson@columbus.rr.com)

## **9<sup>th</sup> Annual European and British Car Show Williamsburg, VA**

by Bill Blake/Events

Kathy and I were planning to fly Skybus to Williamsburg this past weekend to see the British Car Show held Sunday at the Williamsburg Winery. My sister Dee and her husband John have retired nearby; most everyone has met them I think. They went last year and said it was a perfect venue for this event. We drove instead and represented Buckeye Triumphs.

[www.williamsburgwinery.com](http://www.williamsburgwinery.com)



The day was rainy but they had 90 cars, 125 had pre-registered. Winery tours were free! The class award was a bottle of wine in a nice carrying case with a corkscrew. A wine glass with the event logo etched on it was in the participant bags.



Kathy took a second for her 2007 Mini Cooper S.



There was this really nice TR250.



One of the TR wedge cars, (the shape of things to come), had a great license plate:



It was a really well done show with nice dash plaques, great food and door prizes. They gave several \$20 gift cert. for LBCarco!



The only trouble was an MGB that failed to get out of the parking lot when it was all over. It required every tool and part on hand.



There was a TR6 with triple webers that came on a Worthington brand single axle trailer that was under 2900# gross weight. I thought it was ideal.



This car started and idled as smooth as any TR6 I have ever heard running.

### Local Sources

Nothing for this month's issue.



### Rust in Peace

Here is one from our ride to Piatt Castle back in July of 2000. We spotted this poor fellow as we went south on SR 68 headed to lunch.

I'm sure it's still there - Bruce Miles



## The Jolly British Green Giant

By John VanNorman [jvannorman@gmail.com](mailto:jvannorman@gmail.com)



(Clearly, that's me on the right)

### INTRODUCTION

I guess most people would find it funny that a 6'5" guy would have such an interest in British cars. It is quiet clear that Mother Nature really intended for me to behind the wheel of some classic American muscle car. But sometimes your heart is blind to your physical limitations, which can be a good thing.

When I started to do my "pre-purchase" research on the TR6, I quickly discovered that there were very, very few resources that addressed the car from the perspective of tall drivers. And the vast majority of these were just statements questioning whether a tall person could properly fit in a TR6, most of which seemed to always start out with phrases such as "I'm only 5 foot something or another, but I would think..."

### WHY THE TR6 CAN WORK FOR A TALL PERSON

To make a long story short (no pun intended), after sitting in a few TR6s, I realized that the car could work for a tall person. As many of you with TR6s know, in comparison to other British cars, the TR6 actually has a relatively long interior, which allows for more leg room than one would initially imagine.

It is actually the width of the car which is smaller than you would think -- which doesn't present a problem, so long as you are on good terms with any accompanying passenger.

Additionally, the TR6 has something going for it that modern small cars don't -- a lack of intrusive interior body cladding. The dash and door panels are flat, so they really don't stick out into the driver or passenger's space. In comparison, a friend of mine has a Mazda Miata and because the plastic door panels stick out pretty far to accommodate the electric switches and such, I can barely close the door when sitting in the driver's seat.

### CHANGES YOU CAN MAKE FOR ADDED SPACE

As I said earlier, I've never really found any good resource about how to alter the TR6 to fit a taller driver, so a while back I decided that I would put something together so that maybe I can help out other tall drivers.

Now bear with me, I'm not a mechanic or engineer by trade and I don't even play one on television. Everything in this article comes from a fellow whose primary job is drafting rules, contracts, etc. in an attempt to keep the Ohio judicial system running smoothly. With that in mind, I'd like to put a big, fat disclaimer here. ***If you decide to try any of the changes addressed here, you do so entirely at your own risk. I do not warrant or guarantee the safety of these changes.***

#### (1) Moving the Seat Back

Even with the driver's seat pushed back as far it can go, there is still a good bit of rearward travel possible, especially if you don't lean the seat back too far (obviously, the more you lean the seat back, the closer the backside of the seat is to the hump of the wheel well, as can be seen in this picture).



So the first change one can make is to somehow move the seat further back.

You can do this several ways. First, since the sliding mechanism onto which the seat mounts is simply bolted to the floor pan of the car, you can just drill new holes for the sliding mechanism and mount it a bit further back. But that approach didn't interest me since it meant a rather permanent change to the car (and really, does a British car, even one in good condition, need more holes in the floor pan?). Plus, the stock mounting holes have nuts welded to the floor pan, so short of welding new nuts to the floor pan for the new holes, installing the seat mechanism with new holes would become a two man job -- one inside the car to tighten the bolt and one underneath it to hold the nut in place -- and my wife is tired of being dragged out into the garage to be the "second man."

Short of drilling new holes, what can you do? There are the two other ways I know of to move the seat further back. First, you can fabricate a seat extender bracket. This bracket would mount to the car using the existing holes in

the floor pan and then the seat sliding mechanism would mount onto the top of the bracket. In my research I stumbled upon an article that provides instructions on how to make such a bracket. You can find a copy of it on my website:

[http://vannorman.webhop.org:8090/files\\_drive/documents/Seat Bracket Extension.doc](http://vannorman.webhop.org:8090/files_drive/documents/Seat Bracket Extension.doc)

The article claims that you can get about 1.5 inch more room while only raising the seat by 3/8 of an inch.

That approach was appealing, but after doing some work cleaning up the seat sliding mechanisms on my car, I discovered a way to basically end up with somewhat similar results as installing bracket by simply manipulating the seat sliding mechanism a bit. I like this approach because, first, I figured out how to do it all by myself (no pride there folks!), and second, it requires no real modification to the car or fabrication of any new parts.

Bear with me here, because to understand how and why this works, you have to understand the different parts of the seat sliding mechanism. As can be seen in the picture below, the sliding mechanism basically consists of two sets of rails which sit on top of each other -- the bottom set of rails that bolt to the floor and the top set that are attached to the seat.



In between the bottom and top rails are two metal rollers -- two cylinders with thick rubber-like bands around them. In essence, the top rail rides on these two rollers. When you move your seat forwards or backwards, these metal rollers roll forwards or backwards, allowing the top rails to move while the bottom rails stay put. It is a little blurry, but in the next picture you can see the side of one of these rollers inside the bottom rail.

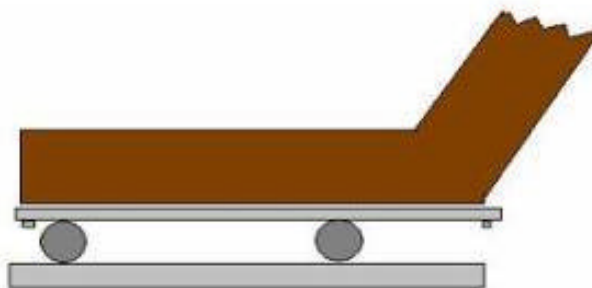


Now, as can be seen in the last picture, on the bottom rails that mount to the floor are a series of square holes into which the sliding lock mechanism engages. When the teeth on the end of the seat sliding lever engage into those holes, then the seat is locked into place (and conversely, when you pull the seat sliding lever, the teeth pop out of the holes and you can slide the seat). Here is an image of this locking mechanism on the bottom side of the seat. The red arrow is pointing to the portion of the lever with the teeth that engage the square holes.



What I noticed when I moved my seat back as far as I could without reclining the back of the seat was that there were still a few inches of space between the back of the seat and the hump of the wheel well. And more importantly, there were still open square holes further back on the rail. So if I wasn't hitting anything with the back of the seat and the seat locking mechanism should still work if the seat were to be moved further back, what was stopping the seat?

Here is what I found. On each top set of rails there are two dimples in the metal -- one in the back and one in the front. These dimples are there to keep you from moving the seat too far forwards or backwards and the two rails becoming disengaged. In other words, if you are moving the seat backwards, it will move until the front metal roller hits the front dimple -- once it hits the dimple, the roller stops rolling. And it is the same for the back when you are moving the seat forward. The following illustration may help you understand the concept a bit better. The brown portion is the seat while the gray parts are the seat sliding mechanism with the two rails, rollers, and dimples.



So I moved the seat as far back as I could -- i.e., until the front rollers were stopped by the front dimples. Then I used a hammer and a long screw driver to tap the front rollers back.



Once both rollers were tapped back a hair, I was able to slide the seat further back until the rollers had rolled far enough forward to again hit the front dimples. To help slide the seat back, I used a scrap piece of wood and hammer to tap on the metal cross bar that connects the rails on each side -- i.e., the cross bar to which the sliding lock mechanism is attached -- while holding the sliding lock mechanism open. I found that approach worked a bit better than sitting in the car and trying to push the seat back with you in it.



I did this a couple of times, adjusting the angle of the seat back along the way, and was able to get a decent amount of additional space, still have a comfortable amount of recline, and still have the slide locking mechanism work properly. Finally, I used a small screw driver that would fit through the square holes in the bottom rail and pushed the rear set of metal rollers back to make sure they weren't too close to the front set of rollers.

The only alteration I made in all of this was a bit of a safety measure. I was unsure how much further back the seat would slide, and since I had the sliding mechanism apart for cleaning, I added a few more square holes to the bottom rail to make sure the sliding lock mechanism would engage no matter how much further back I moved the seat. But in

reality, once I had everything installed and moved the seat back, I found that the new holes weren't needed.

Of course there are a few drawbacks with this approach. With the seat moved so far back, it makes operating either the seat reclining lever or the seat tilt lever hard because each lever is right up against the side of the body of the car (but few other than me drive my TR, so it doesn't matter). Additionally, because of the seat belt mountings and the hump of the rear wheel well, when flipping the seat up or putting it back down, you have to watch for rubbing and wear.

Here is an image of me driving the car, which gives you a good idea of how far back I sit now.

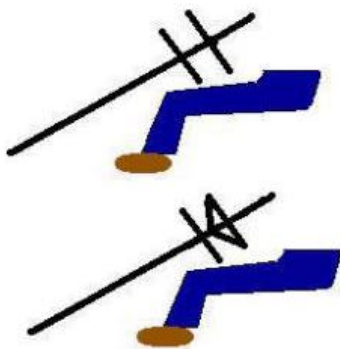


## (2) Steering Wheel Alterations

Aside from moving the seat further back, some of the most helpful changes you can make as a tall driver involve the steering wheel. Basically, the stock steering wheel is large and flat. This is a bad combination for the tall driver. First, the larger the steering wheel, the less room there is for your legs, either underneath it or on the sides (as a side note, I've heard people talk about having their legs under the steering wheel while they drive. I've never been able to drive any car like that. My legs are always straddling either side of the wheel).

As for the steering wheel being flat, a flat wheel basically means that you have less leg room. Remember, the steering shaft is at an angle, so the closer the steering wheel is to the bottom of the shaft, the closer it is to the driver's legs. If the steering wheel is closer to the top of the shaft, then the further away it is from the driver's legs. The same concept applies to a dished steering wheel. The dish causes the rim of the steering wheel to sit further up the shaft than it would if it were a flat wheel, thus meaning there is more room between the rim and the driver's legs. This illustration may help explain this principle.





**(a) Smaller dished steering wheel**

With this concept in mind, one of the best alterations I made was to install a smaller dished steering wheel (my TR6 came with a really nice E. Nardi model that I would have loved to have kept on the car, but it was just too big). I choose a 13" Mountney model that I purchased from a supplier in England via eBay.



One of the concerns some people have with a smaller diameter steering wheel is the increased effort needed to turn the wheel (the smaller the wheel, the less leverage you have to turn the steering shaft). However, I can say that I really felt no difference in the amount of force needed to turn the wheel, but then again, I'm a pretty big guy!

**(b) Installing a spacer**

The following suggestion came from one of the members of the 6-Pack email discussion group. I've personally not tried this, but it might be worth considering if you want to keep the stock steering wheel. It is based on the idea that the farther up the wheel sits on the steering shaft, the more room there is for the driver's legs.

"I made up (three) two inch tall aluminum spacers between the steering wheel and the hub where it's bolted to. (Six longer bolts required, obviously). Now I can go from the throttle to the brake pedal without turning my leg sideways. The horn button stays in its

usual place, and can still be reached with one's thumb. The leather horn surround piece was modified by sectioning it to fit down at it's normal place on the steering hub."

**(c) Installing a Triumph Spitfire steering column**

This is suggestion from another member of 6-Pack. Like the previous idea, this is also based on the principle that the farther out you move the steering wheel, the more room you have.

"I put a Spitfire steering column in my 73 TR6. The Spitfire column is almost identical to the TR6 - the outer column is about 4.5 inches longer - the inner column is a bit more longer then that - I cut 7/8" off the Spit inner column and left out the longer of the 2 spacers in front of the firewall - this puts the steering wheel 2.5 inches closer to me - up to 4.5 inches closer is possible - that's your range of adjustment for this modification - 2.5 to 4.5 inches closer. At 2.5 inches closer, you can use the Spitfire wiring cover under the column (which is about that much longer than the TR6 cover) and you hardly notice the arrangement isn't stock.

The steering column lock holes in the Spit columns will not line up where they need to be in a TR6, so you can remove the plunger from the TR6 ignition lock and mount it on the outside of the Spit column - so the column will not lock (which I consider an advantage) but you can mount the ignition switch a bit farther up the column (closer to the driver)"

**(3) Bending the Accelerator Pedal**

The last alteration of which I've learned is to bend the tip of the accelerator pedal. Here is an approach that is recommended:

"Bend the accelerator pedal down at the point of shoe contact. (The rod is soft, and easily bent when holding the upper portion and bending down on the portion where the foot makes contact) It now sits about an inch below the brake pedal, when at rest. Adjust the pedal stop bolt, so no linkage is "lost" when at wide open throttle."



**CONCLUSION**

I hope this article proves useful to some of the taller Triumph aficionados out there or a taller person hesitant to buy one. If you know of any additional methods of creating more room in the TR6, especially those that don't require serious modification, I'd love to hear from you.

**Notes from Members**

**From:** Jim Vanorder [<mailto:vanordergj@embarqmail.com>]  
**Sent:** Wednesday, April 09, 2008 2:43 PM  
**Subject:** FW: 69 TR6 Tonneau cover

All - Help, I cannot find my tonneau cover which I thought I stashed 3-4 years ago when I took my Six down to restore it. It runs in my mind that I might have loaned it to someone, so they could make a pattern from it. Did I loan it to [anybody?](#) Let me know if you have it. Otherwise I have hid it so well I cannot find it. [I will accept all funny comments. I have some sort of disease.](#) Thanks  
 Jim VanOrder

-----  
**From:** "VetteFun \S Keinath)" <[keinath@alink.com](mailto:keinath@alink.com)>  
**Date:** April 10, 2008 2:01:41 PM EDT  
**Subject:** RE: 69 TR6 Tonneau cover

You only lost your tonneau cover? I lost my 6 somewhere in the garage. I think it's buried under some misc junk, on jackstands. At least I put a car cover on it first. Once they stop moving, they become "storage devices". It'll get back out of the garage and running again someday. Meantime, we'll keep an eye out for UFOs and errant tonneaus...

Steve K

-----  
**From:** Joe Lynch [<mailto:jlynch1@columbus.rr.com>]  
**Sent:** Wednesday, April 09, 2008 9:24 PM  
**Subject:** Re: 69 TR6 Tonneau cover

I think that Murry used it to make that fine driving hat that he wears.

The groundhogs pulled it under the garage to redecorate their den.

Where do you thing Gail got the material to put the "winter coat" on the mailbox ? And how about that black Shower curtain ?

-----  
**From:** John Johnson [<mailto:john70350@msn.com>]  
**Sent:** Saturday, March 08, 2008 1:38 PM  
**Subject:** Buckeye Triumphs

Phil,

I just wanted to let you know that we have decided to make you a member of The Buckeye Triumphs! After this months meeting, our club secretary (Charma Huddy) suggested making you a member. If you have not sent dues don't worry just throw the form out and consider

yourself a honorary lifetime member. You are now our clubs official Liaison to the United Kingdom. If ever want to send anything relating to Triumphs or anything else, we would love to put it in our club newsletter. If you check our members section online you will see you're already there. Any interesting photos or such you happen come across our members will love to hear about, remember the cars and things you might see at an auto jumble might be very interesting to us so many miles away. Please keep us posted on your TR4a also! If there is anything you need help with or something we can assist you with here in the states do not hesitate to let me know. Anything relating to our website you can contact Ann Gillman at [agillman@aol.com](mailto:agillman@aol.com) and anything for the newsletter you can forward to Bruce Miles at [bmiles@intinfo.com](mailto:bmiles@intinfo.com).

Congratulations and Welcome,  
 John Johnson  
 President, Buckeye Triumphs

-----  
**From:** Yost, Roderic [[mailto:rod\\_yost@ml.com](mailto:rod_yost@ml.com)]  
**Sent:** Monday, April 28, 2008 11:02 AM  
**Subject:** TR

Bruce,

I took my TR6 for a short ride lat night!

Your were right, unfortunately. The clutch plate was not aligned correctly. I had to take the transmission out one more time to realign the clutch. I also cut a half inch of the input shaft on the transmission.

It's been a year since the car was on the road, but with just a sniff of ether, it started instantly. You may remember that I was having engine problems last year. I finally thought that I had just gotten some bad gas, but never had the opportunity to drive it enough to be absolutely sure. As soon as I have a dry moment, I'll fine out.

Thanks for all your help.

Rod

-----  
**From:** Buck Henry [[mhenry1453@aol.com](mailto:mhenry1453@aol.com)]  
**Sent:** Wednesday, April 30, 2008 10:45 PM  
**To:** [bmiles@INTinfo.com](mailto:bmiles@INTinfo.com)  
**Subject:** Sean Spitfire

Bruce:

Just to let you know, Sean started the Spitfire tonight. A picture is attached to show the event. Sean is kneeling next to the carb to keep the engine running. I attached another picture with him sitting in it dreaming of the day he'll drive it down the road.

Sean and I have been working on the Spit almost every day since he received it in February. We have had a lot of setbacks (such as wiring harnesses, 3 of them) but all in all the progress has been steady. Tonight was the fruits of the

labor.



I have been keeping a log of the work we have done and someday I will write it up as an article. We still have a long way to go. Sean has to get the cables on the carb, connect the brake and clutch lines, install the hood and hook up the final electrical's to the front of the car and oh yes, put an exhaust system on it. Tonight we ran it with just the headers, I'm sure the neighbors loved that.

See you at the meeting Monday, hopefully on time this time. - Buck

-----  
**From:** msamy526@adelphia.net  
**Sent:** Wednesday, April 30, 2008 9:34 PM  
**To:** Bruce Miles  
**Subject:** Re: Newsletter Input

Chuck Davis off feet for next two months knee surgery repair, sorry gang

-----  
**From:** John Schilling [mailto:jschilling@dgcolumnbus.com]  
**Sent:** Tuesday, April 29, 2008 8:56 AM  
**To:** Bruce Miles  
**Subject:** RE: Newsletter Input Time - Please start typing  
 Bruce,

I've finished my current home remodeling project and am now starting on the annual list of TR6 repairs; I'm running about a month behind. My goal is to replace the engine mounts this weekend and then move on to rebuilding the clutch hydraulics. I should have an article/photos for you next month barring any LBC surprises. Thanks,

John

**John C. Schilling**, AIA, CCS, LEED AP  
 Project Manager / Principal

**DesignGroup** | 515 E. Main Street | Columbus OH 43215  
 PHONE 614 255.0515 | DIRECT 614 255.2261 | FAX 614 255.1515  
[www.dgcolumbus.com](http://www.dgcolumbus.com)

Planning | Architecture | Interiors | Graphics | Sustainable Design

*In keeping with our commitment to sustainability, we encourage you to please consider the environment before printing this email.*

-----  
**From:** W. W. Moine [mailto:bmoine@yahoo.com]  
**Sent:** Monday, April 28, 2008 8:31 PM  
**Subject:** Neat Engine Break in Stand

I attended a tech session on Saturday with North Coast Triumphs on engine rebuilding and the one thing that I thought was a great idea was the engine break-in stand.

It was based on a standard engine stand that they had made a sliding front engine mount and developed custom engine brackets for the different mounts.

On the front of it it had a radiator with electric fan that just slipped into the stand.

The exhaust consisted of flexible exhaust hose and a used mazda one that really worked well, nice and quiet.





They used a small folding ladder that had a tach, oil pressure guage, small gas container, battery, coil, and ignition switch.

Really a slick setup.

-----  
**From:** Ann Gillman [mailto:agillman@aol.com]  
**Sent:** Wednesday, April 23, 2008 6:38 PM  
**Subject:** Re: Tech Reference

This is awesome! I've added this link to our Technical page.

----- Original Message -----

**From:** "billblake" <billblake@thekayesco.com>  
**To:** "Ann & Greg Gillman" <agillman@aol.com>  
**Sent:** Wednesday, April 23, 2008 8:56 AM  
**Subject:** Tech Reference

[http://www.wmbgbrit.com/maintenance\\_british\\_sportcar.htm](http://www.wmbgbrit.com/maintenance_british_sportcar.htm)

> this is a great one!

> bill

-----  
**From:** William Blake [mailto:wrb99292@columbus.rr.com]  
**Sent:** Thursday, April 17, 2008 1:20 PM  
**Subject:** Hemmings May 08

We are in the new Hemmings Motor News that is just out, page 160 on the left, see attached. Hemmings is national but I think this exposure should help drive some British vehicles to our new location.

They changed "Steak" to "State", they must be car guys 100%. This ad is a freebie! Bill

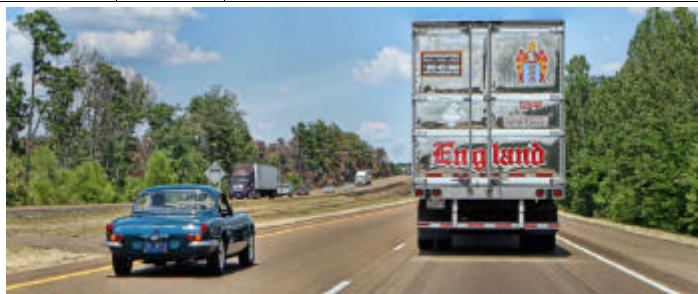
### Events 2008 - Bill Blake

Date	Day	Event Description
5/3	Sat	Tech Session & Hooters drive. Oil changes at the Johnsons at 10am then lunch at Hooters. Contact John Johnson for more info.
5/5	Mon	6:30p -9:30p Business and Social Meeting sponsor is Murry and Jackie Mercier location to be announced
5/11	Sun	Mothers Day
5/17	Sat	11:30a -3:00p BCD Drive, leaving from the Comfort Inn at 11:30am, Meet and Greet is at Magic Mountain at 6:30pm, check web site
5/18	Sun	9:00a -3:30p British Car Day at Quaker Steak Polaris and I-71 Host Motel is the Comfort Inn at Polaris
5/24	Sat	RiverRun - look for details
5/26	Mon	Memorial Day (Fed)
6/1	Sun	>Come join the Lake Erie British Car Club for our 10th annual "The British Return to Fort Meigs" British Car and Bike show, located at the Fort Meigs Historical Site, Route 65, Perrysburg, Ohio. While you show your car you can take a tour of a restored fort from the War of 1812, try a challenging British car quiz, shop at one of our vendors, or sample some tasty delights from one of our food vendors. Voting will be by popular vote. A portion of the proceeds benefits the Ohio Historical Society. Contact: Tony Shoviak. Phone: 419-878-2041. Email: <a href="mailto:Tenntony@worldnet.att.net">Tenntony@worldnet.att.net</a>
6/2	Mon	Business and Social Meeting
6/8	Sun	9:00a -6:00p British Car Day in South Bend, IN Minor is the featured marque
6/11	Wed	Huron, OH. - Triumph Register of America
6/12	Thu	TRA runs through the weekend
6/14	Sat	Flag Day - 11:00a -5:00p Nettler Pool Party in the Pole Barn and Annual Belly Flopper Contest - -
6/15	Sun	Fathers Day
6/19	Thu	TRF Summer Party thru the 21st Armaugh, PA

OHIO: Columbus, May 18, British Car Day XXIV at Quaker State Polaris, 9 am-3 pm, 250 cars expected, also parts vendors; \$10 registration per car by May 15; free admission; benefiting Canine Companions. <http://tinyurl.com/2bfsyz>

Date	Day	Event Description
6/22	Sun	Cleveland Champ Car Grand Prix Burke Lakefront Airport
6/28	Sat	9:00a -6:00p British Car Showdown during Vintage Races at Mid-Ohio
7/4	Fri	Independence Day (Fed) - 11:00a - 8:00p Marietta Parade with Ceremony at the Grave Site of Ohio's Founder Rufus Putnam, call Bill Blake for details.
7/6	Sun	6:00p -10:00p Buffalo Bill Wild West Show Smith Park Sunbury
7/12	Sat	9:00a -11:30p 26th Annual Len Immke Show British Show within a Show Event at Metro Center Dublin as usual
7/19	Sat	American LeMans Race
7/20	Sun	Mid-Ohio Indy Car Race
7/25	Fri	5:00p -12:00p Celina Lake Festival and Amphicar Splash-In with Classic Cruise-In This will be a BT Drive!
7/26	Sat	11:00a -11:00p Delaware Vintage Car and Cruise on Sandusky Street Downtown
8/2	Sat	British Car Day Dayton/British Car Day Cleveland
8/4	Mon	6:30p -9:30p Business and Social Meeting Bill Blake and Kathy Scott to host at Crazy Charlie's US42

Date	Day	Event Description
9/11	Thu	TRials 2008 - Townsend, TN
		Townsend is a great place to visit, to do business, or to live. It has many recreational and sight-seeing opportunities of its own - as well as being adjacent to the Great Smoky Mountains National Park. This enchanted community has an interesting history, and some fascinating local attractions. It is a part of historic and scenic Blount County, Tennessee with easy access to Knoxville, and the University of Tennessee in addition to the shops and shows of Gatlinburg, Pigeon Forge, and the more commercialized areas of the Smokies.  Valley View Motor Lodge  We have reserved a block of rooms at the Valley View at the discounted rate of \$225 plus tax for three nights. Additional nights (like Wednesday or Sunday) are only \$55 per night. The club has guaranteed a minimum number of rooms so be sure to stay at the Valley View. Registrations made after August 1,2008 will be made on a space available basis.  Call the Valley View at 1-800-292- 4844 and mention 6-Pack TRials to obtain the group rate
10/6	Mon	6:30p -11:30p Business and Social Meeting at the Gillman's Annual Chicken Fry
10/13	Mon	Columbus Day (Fed)
10/31	Fri	Halloween
11/2	Sun	End Daylight Saving Time
11/3	Mon	6:30p -9:30p Business and Social Meeting
11/4	Tue	Election Day
11/11	Tue	Veterans Day (Fed)
11/27	Thu	Thanksgiving
12/1	Mon	Business and Social Meeting, this is an optional meeting
12/25	Thu	Merry Christmas
12/31	Wed	Happy New Year



**Are you heading to VTR's  
North American Triumph Challenge?**

August 4-8, 2008  
Ypsilanti, Michigan

(formerly the VTR National Convention)

<http://www.natc2008.com/>

8/24	Sun	12:00a -7:00p August Drive First Annual Ohio Winery Tour Waldo, OH
9/1	Mon	Labor Day (Fed)
9/8	Mon	Business and Social Meeting

**Buckeye TRIUMPHS REGALIA**

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

Sweatshirts- Lt Grey Cotton \$20.00  
 BTC Logo - front  
 Large Wreath Logo – back

Golf Shirts with embroidered logos – 100% Cotton\$35.00  
 Patch Embroidered Logo \$12.00

Buckeye TRIUMPHS Logo \$10.00 - Embroidered on your article - Select your favorite jacket, shirt or bag since the logo can be added to almost any cloth article.

Halkias Video on Valve Adjustment for 6-cyl TR's - \$10.00  
 Send or bring your articles to Bob Mains. Turn-around is usually about 2-4 weeks. (Names or lettering can be added for additional costs).

Top this for a speeding ticket

Two California Highway Patrol Officers were conducting speeding enforcement on I-15, just north of the Marine Corps Air Station at Miramar. One of the officers was using a hand held radar device to check speeding vehicles approaching the crest of a hill.

The officers were suddenly surprised when the radar gun began reading 300 miles per hour. The officer attempted to reset the radar gun, but it would not reset and then turned off.

Just then a deafening roar over the treetops revealed that the radar had in fact locked on to a USMC F/A-18 Hornet which was engaged in a low flying exercise near the location.

Back at the CHP Headquarters the Patrol Captain fired off a complaint to the USMC Base Commander. The reply came back in true USMC style:

<b>Officers and the Fine Print</b>	
<p>The Buckeye Triumphs Newsletter is a publication of Buckeye Triumphs, and the content herein is not officially endorsed by the staff or members of Buckeye Triumphs, their families, or lawyers. If you decide to follow the advice of anything inside this newsletter, you do at your own risk. We are all adults here, so if you do something stupid, own up to it and don't sue the club. Heck, we don't have any money anyway...</p> <p>Club address: Buckeye Triumphs, 9023 Concord Rd, Johnstown, Ohio 43031 <b>Annual Dues: \$20.00</b></p> <p>General email: <a href="mailto:buckeyetriumphs@BuckeyeTriumphs.org">buckeyetriumphs@BuckeyeTriumphs.org</a></p> <p>Web Site: <a href="http://www.BuckeyeTriumphs.org">http://www.BuckeyeTriumphs.org</a></p> <p>Our current crop of Buckeye Triumphs Officers include:</p>	
<p>President: John Johnson                  (614) 873-8245  <a href="mailto:johnjohnson@columbus.rr.com">johnjohnson@columbus.rr.com</a></p>	<p>Vice President: Joe Lynch                  614-444-1519  <a href="mailto:jlynch1@columbus.rr.com">jlynch1@columbus.rr.com</a></p>
<p>Treasurer: Jim VanOrder                  (740) 967-2110  <a href="mailto:vanordergj@embarqmail.com">vanordergj@embarqmail.com</a></p>	<p>Events: Bill Blake                  (614) 403-1074  <a href="mailto:billblake@thekayesco.com">billblake@thekayesco.com</a></p>
<p>Newsletter Editor: Bruce Miles                  (740) 587-4179  <a href="mailto:bmiles@buckeyetriumphs.org">bmiles@buckeyetriumphs.org</a></p>	<p>Secretary: Charma Huddy                  614-846-2321  <a href="mailto:jhuddy@columbus.rr.com">jhuddy@columbus.rr.com</a></p>
<p>Webmaster: Ann Gillman 614-891-3733 <a href="mailto:AGillman@aol.com">AGillman@aol.com</a></p>	
<p>Technical Consultants:                  TR2's &amp; 3's: John Hartley 740-753-1066 email: <a href="mailto:jhartley@frognet.net">jhartley@frognet.net</a> or John Huddy 614-846-2321 email: <a href="mailto:jhuddy@columbus.rr.com">jhuddy@columbus.rr.com</a>                  TR-4's: Bruce Clough 937-376-9946 <a href="mailto:clough@erinet.com">clough@erinet.com</a>                  TR250, TR-6: Robert Mains 614-890-7767 <a href="mailto:rmains1@columbus.rr.com">rmains1@columbus.rr.com</a> or Jim VanOrder 740-967-2110 <a href="mailto:vanordergj@embarqmail.com">vanordergj@embarqmail.com</a>                  Spitfires and GT6: Doug Braden 614-878-6373 <a href="mailto:braden.13@osu.edu">braden.13@osu.edu</a> ,                  TR-7 &amp; 8's: Ron Fowler 614-397-3685 <a href="mailto:tr8@att.net">tr8@att.net</a>                  Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member</p>	

-----

Thank you for your letter. We can now complete the file on this incident. You may be interested to know that the tactical computer in the Hornet had detected the presence of, and subsequently locked on to, your hostile radar equipment and automatically sent a jamming signal back to it, which is why it shut down.

Furthermore, an Air-to-Ground missile aboard the fully armed aircraft had also automatically locked on to your equipment location.

Fortunately, the Marine Pilot flying the Hornet recognized the situation for what it was, quickly responded to the missile system alert status and was able to override the automated defense system before the missile was launched to destroy the hostile radar position.

The pilot also suggests you cover your mouths when cussing at them, since the video systems on these jets are very high tech. Sergeant Johnson, the officer holding the radar gun, should get his dentist to check his left rear molar. It appears the filling is loose. Also, the snap is broken on his holster.

Thank you for your concern. Semper Fi

-----

**From:** billblake [mailto:billblake@thekayesco.com]  
**Sent:** Monday, March 17, 2008 9:35 AM  
**To:** Bruce Miles  
**Subject:** Condo projects

I know Kathy and I have talked with some of you about our retirement plans, we now have some pictures of this investment/retirement possibility. It is located in East Liverpool, OH on the WVA border next to the Federal Incinerator. It is within walking distance of a Dunkin Donuts and a Minnie Pearl's Chicken and Biscuits. There is room for more units if anyone else is interested in this very ambitious project. Flooding can be a problem so we are looking at one of the higher units and that TR7 amphibious hybrid that Ron Fowler gave Huddy and I for prototype use. I love it when a plan comes together.

**Comedy Clips**

**From:** SHughes [mailto:shughespk@yahoo.com]  
**Sent:** Wednesday, April 30, 2008 5:40 PM  
**To:** Steve Hughes  
**Subject:** USMC vs CHP



Don't cheat....think first...then you will probably have the same reaction as I did...YIKES, how could this be? !!!

Who is this man?



From: SHughes [mailto:shughespk@yahoo.com]  
Sent: Sunday, April 27, 2008 6:56 PM  
To: undisclosed recipients:  
Subject: Masters in Transportation



- A) German Ambassador to the United States ?
- B) Spokane, Washington serial killer?
- C) Announced Presidential candidate in 08?
- D) CEO of Halliburton?

The answer is:  
None of the above.....  
He is .....

Turn the page to find out...

From: John [mailto:johnjohnson@columbus.rr.com]  
Sent: Friday, April 11, 2008 5:06 PM  
To: Joe Lynch; Huddy; Bruce Miles; Connie Bailey; Cindy Buce  
Subject: Fw: FW: WHO IS THIS MAN???????????

**Michael Nesmith of The Monkees**



**How old do you feel now?**

-----  
**From:** John Johnson [mailto:john70350@msn.com]  
**Sent:** Friday, May 02, 2008 2:29 PM  
**Subject:** FW: Aussie army

Bruce, This is from Phil Bancroft (our UK Liaison).  
 John

From: phil\_bancroft@hotmail.com  
 To: john70350@msn.com  
 Subject: FW: Aussie army  
 Date: Fri, 2 May 2008 17:54:57 +0100

How's it going john hope alls well, 4a s at a stand still at the moment (summer break).  
 Best regards to all the people buckeye.

Phil Bancroft

**Life in the Australian Army...**

Text of a letter from a kid from Eromanga to Mum and Dad. (For Those of you not in the know, Eromanga is a small town, west of Quilpie in the far south west of Queensland)

Dear Mum & Dad,

I am well. Hope youse are too. Tell me big brothers Doug and Phil that the Army is better than workin' on the farm - tell them to get in bloody quick smart before the jobs are all gone! I wuz a bit slow in settling down at first, because ya don't hafta get outta bed until 6am. But I like sleeping in now, cuz all ya gotta do before brekky is make ya bed and shine ya boots and clean ya uniform. No bloody cows to milk, no calves to feed, no feed to stack - nothin'!! Ya haz gotta shower though, but its not so bad, coz there's lotsa hot water and even a light to see what ya doing!

At brekky ya get cereal, fruit and eggs but there's no kangaroo steaks or possum stew like wot Mum makes. You don't get fed again until noon and by that time all the city boys are bugged because we've been on a 'route march' - geez its only just like walking to the windmill in the back paddock!!

This one will kill me brothers Doug and Phil with laughter. I keep getting medals for shootin' - dunno why. The bullseye is as big as a bloody possum's bum and it don't move and it's not firing back at ya like the Johnsons did when our big scrubber bull got into their prize cows before the Ekka last year! All ya gotta do is make yourself comfortable and hit the target - it's a piece of piss!! You don't even load your own cartridges, they comes in little boxes, and ya don't have to steady yourself against the rollbar of the roo shooting truck when you reload!

Sometimes ya gotta wrestle with the city boys and I gotta be real careful coz they break easy - it's not like fighting with Doug and Phil and Jack and Boori and Steve and Muzza all at once like we do at home after the muster.

Turns out I'm not a bad boxer either and it looks like I'm the best the platoon's got, and I've only been beaten by this one bloke from the Engineers - he's 6 foot 5 and 15 stone and three pick handles across the shoulders and as ya know I'm only 5 foot 7 and eight stone wringin' wet, but I fought him till the other blokes carried me off to the boozer.

I can't complain about the Army - tell the boys to get in quick before word gets around how bloody good it is.

Your loving daughter, Sheila

-----  
**From:** John [mailto:johnjohnson@columbus.rr.com]  
**Sent:** Tuesday, March 18, 2008 5:40 PM





### Classifieds

#### PARTS...PARTS...PARTS -

My parts business has moved to 539 Cambrian Road just east of Urbana. The new phone number is 937 834-1690.

I can supply new parts, used parts and some NOS. I sell Moss, Roadster Factory, BPNW, among others parts at dealer's cost to Buckeye Triumph club members. My website is [WWW.triumphparts.com](http://WWW.triumphparts.com)

Doug Braden  
Doug's British Car Parts  
539 Cambrian Road  
Cable, OH 43009  
PHONE (937) 834-1690  
[www.triumphparts.com](http://www.triumphparts.com)

#### FOR SALE

**From:** SHughes [mailto:shughespk@yahoo.com]

**Sent:** Tuesday, April 29, 2008 7:46 AM

Hi Bruce,

I still haven't sold the car, so I thought I would give it one last chance. Please drop the price to \$9,000 and put in the ad that it is the last chance as it will be moved to PA in June. Also, my phone number has changed. It is 717-917-3591.

Thanks,

Steve

975 TR6 I have decided to retire and move to PA to be near my son and his family, so I will be selling my 1975 TR6.



All cosmetics are new (interior, trunk, pimento red paint, top, bumpers re-chromed), and the engine was rebuilt by Sam Halkias with new stainless exhaust. It has overdrive and a rollbar. ~~Price \$12,500. Reduced to \$11,000~~ Reduced to \$9,000 - If interested, contact Steve Hughes - 614-296-6074 - [shughespk@yahoo.com](mailto:shughespk@yahoo.com)

## CARS WANTED

Very Serious buyer for:  
Jaguar, XK- XKE MG-"T" series, MGA  
Triumph TR-2-3-4-250 Mercedes 190-  
220-230-250-280 SL All open cars  
Porsche- 356-911-914 Austin-Healey,  
Riley, Alfa-Romeo, Singer, 1964-1967  
Ford Mustang , Model T, A

**Entire Collections Possible**

**ANY CONDITION - ANY LOCATION**

Generous Finders Fee. WILL PAY THE MOST!!

1930's – 1960's

Buying Restored Gas Pumps

Also other interesting cars.

European and American made

STEVE'S BRITISH CONNECTION USA

(630) 553-9023 - email: [sbcinc@aol.com](mailto:sbcinc@aol.com)



**Buckeye Triumphs**  
**9023 Concord Rd.**  
**Johnstown, Ohio 43031**

