



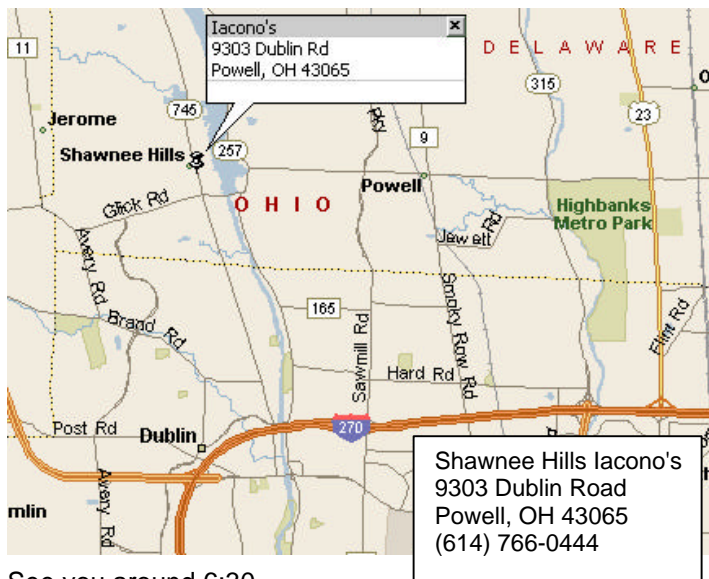
Buckeye Triumphs Newsletter

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 VTR Best Newsletter Award – 2003!

BT Meeting - Monday, May 1st

Buck and Mary Henry will be coordinating May's meeting at Iacono's in Shawnee Hills.

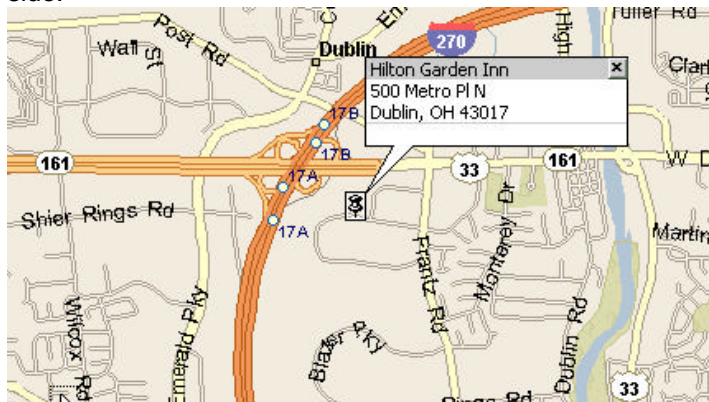


See you around 6:30

British Car Day XXII Sunday May 21st - at Metro Center

SAME LOCATION AS LAST YEAR - 9:00AM to 3:00PM

Join us for Central Ohio's 22nd Annual British Car Show at DUBLIN METRO CENTER on Columbus' NORTHWEST side.



Use Exit 17A off I-270 (EAST on US33 & SR161)
 South (right) on Frantz Road (first light)
 Right on Metro Place North (first light)
 Our Host Hotel is the Hilton Garden Inn - Dublin
 500 Metro Place North – Dublin, OH 43017

- ✓ Over 250 Cars Expected
- ✓ 35 Classes - Awards by Popular Vote
- ✓ Parts & Regalia Vendors
- ✓ Saturday "Fun Rally" & Hospitality Suite
- ✓ Rocker Cover Races and Concours
- ✓ Please contact us if you'd like a copy of the rules

A Portion of the Proceeds Donated to "Canine Companions" email: BRITSatMETRO@AOL.COM

Also: be sure to join us at the Hilton Garden inn on Saturday, the 20th at 11:30 AM for our run to Cedar Bog (I am making a few adjustments to last year's drive to shorten it down a bit - but it should be fun - and be sure to join us for the COMGO get together on Saturday evening - this is always a fun time as well.

RIVERRUN - Saturday, May 27th

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 to Sistersville WV. After a picnic on the riverbank (recommended) or a meal at Murph's, we'll take the Covered Bridge Scenic Byway (SR 26, one of Automobile Magazine's 20 Best Roads) to Marietta, then SR 555 north to Zanesville and Tom's Ice Cream Bowl, and on to finish at Clark's Dining Room in Jacksontown.

Cars leave the Bob Evans at Brice Road & I 70, 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 2006.

Call Eric Jones at (740) 363-2203 for more details and to reserve your spot. There is a \$5.00 fee. All profit will be donated to Canine Companions.

Triumph Register Of America 2006 National Meeting April Update

Well, April is finally here and the TRA National Committee is looking forward to a great meet this year. We just got back from our second meeting at Burr Oak and all is in gear for a great meet this year. If you've not made your reservations yet at the lodge, please do - there are only a few rooms left in our block, and that block is opened up on the 30th of this month! We've already filled-up our cabin block, but if you want to rent cabins there are still a few left.

Right now the National Committee is busy finishing up the details and getting the registration packages together. Goal is to have them all mailed between the middle of this month

and end of May. We will not have any formal registration at Burr Oak - the registration crew will be enjoying the Meet along with the rest of us. When you get there, bring your FRS/GMRS radios - there is no cell phone coverage in most of the park area (although if you are at the top of a ridge you might be able to get a signal). The Meeting will be using Channel 5, Code 5 as our general communication frequency.

We drove down to the Four Seasons Restaurant in McConnelsville to check out the ending for Thursday's breakfast run. The plate was chock-full of food and prices were reasonable - and the drive? Well, OH 78 from Glouster to Malta (across the Muskingum River from McConnelsville) is one of the best sports car roads in Ohio, if not the eastern part of this country- both feet will get a work-out. Jeff Krupp and Ron Fowler have completed the Saturday Hocking Hills Tour - which should be a great tour! The registration forms have been sent out in the TRA Newsletter, and our registration chair, Stan Seto, is working his fingers off logging in folks. We've verified the food at the lodge is palatable - the desserts are great also - ask Alice how we know...Hope to see you there!

Bruce Clough

TRA National Meeting Coordinator

Editor's Corner

April was a busy month. Our keynote event occurred on April 22nd at the Midland Theatre in Newark. The weather was perfect, a great turnout for our drive and "cruise in" and Peter Noon put on a great show. In all of my preparation, I forgot my camera, but Murry, Bill and Charma have my back - look for photos later in the newsletter.

During our tour, we made what I referred to as the "Daffodil Detour" to Paul and Jill Griesse's to see their gardens in full bloom (be sure to look for these photos, too) Many thanks to Paul and Jill for this stop.

When I got my car out of storage earlier this month, I discovered that a portion of my exhaust system had fallen off (this initial damage occurred at the end of the last season at the Roadster Factory summer party - look out for those holes in the field) - Anyway - my thanks to Doug Braden for helping me procure my new exhaust system. I put the same pacesetter exhaust on, but the new units now have stainless steel tips - it looks and sounds great.

I'm looking forward to our events in May - British Car days in Dublin and of course, RIVERRUN from Eric Jones.

During the Herman's Hermits cruise in, Rod Yost brought his hub puller (aka the BEAST) and we gave it a spin in the parking lot behind the Midland. Welllll ... I broke it - in the words of Bullwinkle J Moose "Don't know my own strength". The machine shop has repaired the unit and we are going to have another go at it at Monday's meeting.

I have been driving Ryan's 944 around for the past couple of days to give it more visibility - and I have a prospective

buyer coming by later to have a peek, so I think I have it sold (keeping our fingers crossed)

Oh - I almost forgot, be sure to join us on Saturday, May the 20th at the Hilton Garden in for our "pre-drive" - I am planning a repeat of our trip to "Cedar Bog" from last year - I hope we can muster the same number of cars that we did for the British Invasion at the Midland.

I'll be in town this month - so I am looking forward to many Triumphs at Iacono's in Shawnee Hills - see you all there.

Bruce



bmiles@intinfo.com or

bmiles@buckeyetriumphs.org

President's Corner

Now that spring has finally arrived, I would imagine that everyone is busy with yard work, house repairs, cleaning up the garage and getting the Triumphs ready for the driving season ahead.

During the Easter weekend, Sean and I changed the oil and filter on the TR, installed the battery, checked the fluid level in the radiator and replaced the windshield wipers. While it was up on the lift, we also re-torqued all of the bolts on the under carriage. When it was time, we turned the key and it started right up.

Also while Sean was home, because of a slight error we (I) made while assembling the front suspension on the Spitfire a few weeks ago, we took it all apart and did it again. I think it is right this time. Since the last time Sean was home, I received the parts that we needed to install the front sway bar and the rear shocks, so we did that too.

All of the work on the TR was in preparation for the Herman's Hermits concert and drive last Saturday. What a great day, a great drive prepared by Bruce Miles and a great concert by Peter Noone and the Herman's Hermits.

Mary and I arrived in Granville about one hour before the scheduled start of the drive. This gave us time to step into some of the shops along Main Street, meet some of the other folks taking the drive, and chat with some of the members from the MG club. At 12:20, Bruce held a meeting to discuss the drive and then it was to the cars. Mary and I started in the rear of about 10 cars so we felt comfortable in that we wouldn't get lost. I bet you it wasn't 10 miles later that we were in the only British car in site. It is amazing to me how those LBC can disappear. I suppose part of this could be that we missed about every third direction change and had to turn around. It wasn't until we got about four miles from the Arboretum about 70 miles later that we met up with another LBC.

But we made it to the Midland Theatre, parked our car on the street along with the other LBCs and exchanged comments about the drive with the other participants. Some of us walking up the street to get some treats at Goumas Candy Shop and a drink in another shop that was still open and one of us actually got his picture taken with Mr. Peter Noone. At about 6:30 it was time for dinner and we wandered over to "The Place" for some fish and chips

and shepherd's pie. Mary and I were seated with a nice couple, Tom and Pam, from Newark, and we talked about the city, the restoration of the Midland Theatre and naturally, cars. Following dinner, we walked over to the theatre and settled in for the Herman's Hermits concert. What a good time. Peter Noone puts on a very nice show and it was fun watching all of Peter's "Noonies".

After the concert, Mary and I stepped out the side door to get to our car and make a quick exit. I want to thank Carl Moore for saving my life because when I turned the lights on, the headlights didn't come on. I jumped out and checked the main ground wire, which was the cause of the same problem last year, and there was a solid connection. I then checked the fuses and they were fine. At this time Carl came over, asked what the problem was, checked the switch on the dash and found that one of the three wires had come loose. Carl put it back and on came the headlights. I say Carl saved my life because if the look I got from Mary could kill, well, you know the rest. On the way home we ran into the thunderstorm near New Albany, thank goodness I had just replaced the windshield wipers, and we got home without further incident.

I want to particularly thank Tony Burgess and the British Car Council for getting the word out about this event. We met a lot of nice folks from the MG club and had a very nice time. I hope we can do something like this again real soon.

See you 6:30, Monday night at the Shawnee Hills Iacono's.

Cheers, Buck

BT Minutes

Minutes of April 3, 2006 Buckeye Triumphs Business Meeting

Attendance: Margo and Jim Washburn, Bev and Gary Nettle, Roy and Linda Gay, Joe Lynch, Mike and Mary Henry, Jim and Gayle VanOrder, Murry and Jacqueline Mercier, Kent McTeague, Kevin Eschhofen, Greg and Ann Gillman, Brett Evans, John and Charma Huddy

The April 3rd meeting of Buckeye Triumphs was called to order by President Mike Henry at 7:45 pm at Bruno's Pizza and Restaurant on East Dublin Granville Road. Mike thanked Jacqueline and Murry Mercier for making arrangements for the meeting. Jacqueline announced that she had brought cake to celebrate Murry's birthday, and also to belatedly celebrate Gayle VanOrder's birthday.

New at this meeting, Kent McTeague was introduced. His parents brought a TR6 back to the US when they were in the service. He has the car now and would like to know names of people who work on the cars. Mike suggested that we should develop a database of names for reference purposes.

Bruce Miles reminded members that he has put together an 85 mile drive in conjunction with the April 22nd Herman's Hermits concert in Newark. The drive will include a stop at Dawes Arboretum, not to mention an ice cream stop. He encouraged members to come along on the drive even if

they are not attending the concert. This is a combined event with the Central Ohio British Car Council.

Murry spoke about The Great Race, a 22 day event starting in Philadelphia and ending in California. This is the 24th annual race which includes vintage cars 45 years and older. On June 26, 2006, the race ends for the day in Dublin. The Arthritis Foundation is partnering with Dublin for the festivities. Bobby Rahal will be the Grand Marshal. The plan is to park 100 local vintage cars along the bridge and other places in Dublin. Murry has 10 parking places committed. If anyone is interested in a space, the cost is \$25 to participate. We can also sponsor a car for \$100. Murry reported that a '57 TR3 will be among the cars participating in the race. A motion was made and approved that Buckeye Triumphs sponsor the TR3. For further information, the website is www.greatrace.com.

Murry also had registration forms available for the July Arthritis Foundation Car Show. This year the featured marque is the PT Cruiser.

Regarding the position of Secretary, Charma Huddy is taking the job. Margo Washburn was thanked for the great job she did for 3 years.

John Huddy reported that we can get a plaque from Capital Awards to place in front of the oak tree that we will be planting in memory of John Thomas.

John passed out posters for the May British Car Day. He also invited Buckeye Triumphs members to participate in the drive he and Charma were hosting the following Sunday for the COCTRA club.

Upcoming events – Eric Jones' Garage Sale April 29th and 30th; British Car Day, May 21st.

Regalia – Bob Mains said if anyone is interested in putting BT patches on anything, let him know. He has to take in a minimum of 6 items at a time to have this done.

Mike noted that we still need hosts for the August and September business meetings. He and Mary are hosting the May meeting at Iacono's in Shawnee Hills, Rt. 745.

Jim Washburn mentioned the 6-Pack Trials coming up September 28th thru October 1st in Cuyahoga Falls, Ohio. He encouraged those who plan to attend to make their reservations now.

The meeting closed with the singing of "Happy Birthday" to Gayle and Murry and the drawing of the 50/50 winner. Gary Nettle won \$25.

We adjourned at 8:20.

Respectfully submitted, Charma Huddy, Secretary

Local Sources:

Nothing from anyone for local sources this month.

If you have had experience with a local company that has done work on your Triumph and you would like to tell other members about them send an e-mail to be included in the newsletter Bruce Miles. bmiles@intinfo.com

Rod Yost's Story - Part 10

How to Restore a TR3 in 35 Years or Less

By: Rod Yost - Part 10

Last month, you read a very short description of the preparation and priming of a car. This month we will see if we can seal, base coat, and clear coat.

We assume that you are still in a clean work area, and you have sprayed the floor with water to knock down the remaining dust. We need to get all the dust off of the car as well. This is done in a three step process. First prep the car by liberally applying either water or pre-cleaner, and wash off by using a clean cloth. Then blow off the car, using your air gun, and finally use your tack rag wetted with reducer.

You are ready for the sealer coat. Again, be sure that you've coordinated all this with your paint supplier, so that all components are compatible. Mix your sealer according to instructions. This ranges from being applied straight, to a 2:1 or a 3:1 mix. Apply the seal coat, and wait for the paint to "flash."

After the solvents have "flashed," you are ready for the base coat. We put on two layers of base coat, careful not to apply too much on the first coat. Wait again for the flash, tack rag, and prepare for the clear coat. As I look at my notes from a year ago, I don't have specific information of the nozzle size we used for the clear coat. Of course, I didn't suggest a particular nozzle size for the primer or base coat either. This would be another good question to ask someone who actually does know what they are talking about. I remember that we used a different gun for the clear coat. Once again, mix the clear coat according to instructions. Our instructor recommended two to three layers of clear coat, with a ten to fifteen minute interval between coats.

Another important fact that I just remembered, of course you would not have forgotten while you were doing the work. The spray guns need to be cleaned scrupulously after each use with reducer. When you are done with the cleaning, you can spray some reducer as if it were paint. Keep your paint gun very, very clean.

At this stage, you will need to let the car sit over night. The final sanding is done with 2000 grit wet sandpaper, followed by buffing and using Perfect 2 or Perfect 3 buffing compound. At some point in time, you will want to polish as well.

I hope this painting "cook book" has been somewhat helpful. I hope no one tries to paint by just using my instructions, but maybe it will give you a heads up before you get talking with the guy at the paint store. I remember how confused I got the first time I spoke with the paint guy, especially when the other fellow at the desk tried to offer some suggestions as well.

I'm sorry to say, but at this time my story goes into slow gear. I'm currently trying to perfect my welding and fabricating skills as I fill holes in my TR3 rust bucket. I'll try

to give periodic updates. For those of you who were looking forward to the rebuilding of the TR6 rear hub bearing, I do have an update. I never called a tech session, because I never was able to compile all the potential tools I might need in order to do the job in one day. Last Saturday, at the Herman's Hermits concert, I attempted to use the "monster puller" to separate the bearing for the hub. Those who witnessed the event were amazed as our powerful newsletter editor, Bruce Miles, easily broke a 4" round solid steel shaft. On further inspection, it appeared that the solid 4" shaft was actually two 4" in diameter pieces welded together. Nonetheless, Bruce was able to break the weld. I have since taken the "monster" back to the machine shop, and hope to get it back in time for our next meeting. I may bring it. Be careful around Bruce, and keep your torque wrench handy!

Notes from Members

From: Jacqueline/Murry Mercier [mailto:mercier@ameritech.net]

Sent: Thursday, April 27, 2006 11:08 AM

To: Bruce Miles

Subject: BT Keynote Driving Event

What a blast I had at the kickoff BT driving event... one of the best ever! (this will be hard to top)

- ✓ Well planned and documented with easy to follow directions
- ✓ Great fellowship with other LBC drivers. I can't remember a drive that I have shared with three MG TCs.... and a number of TDs too! We are really privileged to have such great TRIUMPH friends!
- ✓ Twist/Turn/Up/Down route that got the driving 'juices' flowing... I was fortunate enough to lose the pack for the '5.6 mile' stretch... with no one in front and no one behind... the TRSIXER lost some carbon (and some tire tread)... Jacqueline even enjoyed or at least didn't complain about being too fast.
- ✓ The 'daffodil detour' was a great last minute change.
- ✓ We filled the block for the cruise-in with lots of 'spectators'
- ✓ Great food at the Henry the VIII buffet... even though we were the next to the last table selected... they brought us special plates of freshly prepared fish to make up!
- ✓ The ladies enjoyed the shopping and the coffee was great with Peter Noone...
- ✓ Great reserved seats for the most enjoyable concert... even though not my style of music...(I made up for it by attending the missed CSO concert on Sunday...

Attached are a few images to convey the flavor event...

Thanks Bruce for another beyond and above job!!!!

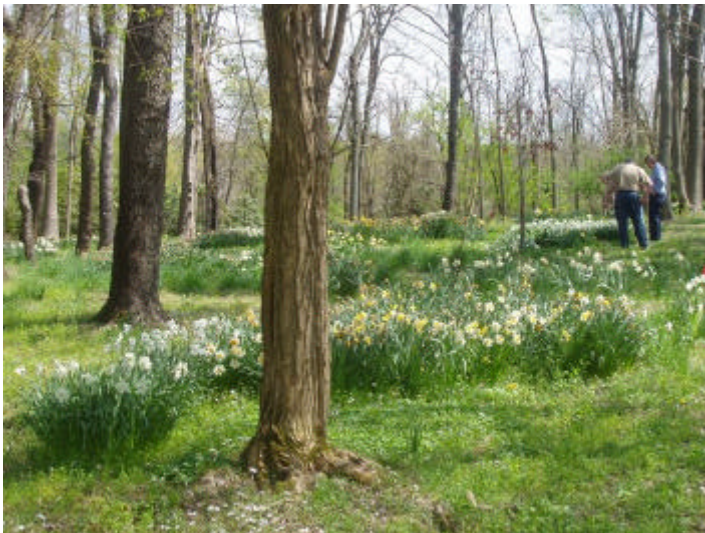
Murry Mercier

Buckeye TRIUMPHS

Editor's Note : here are Murry's photos:



View from the Daffodil Detour at Paul and Jill Griesse's



Jill estimates she has 1,000,000 blooms this year



I don't usually get my picture in the newsletter



Ice Cream stop in Hanover (just after Hickman road)



On the road again...



Lined up next to the Midland - great turnout



The "Noonatics" gather in front of the Midland



Shot from the performance



View of the Courthouse from the Midland - what a perfect day "weatherwise"



I think John's shirt caught Peter Noon's attention in the coffee shop next to the theatre (you should have had your red wig on John)



Leaving Paul and Jill's place

From: billblake [mailto:billblake@thekayesco.com]
Sent: Friday, April 28, 2006 2:38 PM
Subject: Nerk and Such
Saturday was a fine day for driving topless.....Bill
More pictures from Bill Blake:



Lined up in downtown Nerk



From: John Huddy [mailto:jhuddy@columbus.rr.com]
Sent: Tuesday, April 25, 2006 10:31 PM
Subject: BT April Minutes

Hi, Bruce and Mike. Here are the minutes from the April meeting. I took my film to Cord and got a CD with the Peter Noone pictures on it.

Charma

Here are Charma's Photos:



More of John and Peter

From: GaryN [mailto:Garylaptop@columbus.rr.com]
Sent: Wednesday, April 26, 2006 8:30 PM
Subject: Last saturday

Bruce - Bev and I wanted to thank you for a great time Saturday. Everything was better than we could have expected. By the way, is there anyone in Licking County you don't know? You seem to have influence and contacts everywhere. I have a few non-Triumph friends who will be taking the same drive later this summer.

See you Monday.

Gary J. Nettler (Semi-Retired)

From: Ken Pendleton [mailto:kcpmgb@insight.rr.com]
Sent: Wednesday, April 26, 2006 9:48 AM
Subject: Herman's Hermits

Hi Bruce:

We had a ball last Saturday! What a great trip, day, concert!!! As I told you, your map was outstanding! Our club, COMGO, would like to make a donation to cover some of your expenses for same. Where can I send a check?

Thanks Bruce,
Ken Pendleton

From: Tony Burgess [mailto:morrisminr@aol.com]
Sent: Monday, April 24, 2006 4:12 PM
Subject: THANKS

Bruce, wanted to thank you for a GREAT event on Saturday - everyone is still talking about it!!! COMGO would like to make a contribution to offset some of your expenses. Please let me know.

Thanks
Tony
BB

From: Mark [mailto:triumphlodge@comcast.net]
Sent: Tuesday, April 25, 2006 6:29 PM
Subject: Hot dog drivers...I hate e'm.

So Janice and I headed up north for the weekend. No sooner did we get on the highway than this hot dog driver tries to pass on the right hand side.



Took us all weekend to recover....

Mark Uhlig

From: mhenry1453@aol.com [mailto:mhenry1453@aol.com]
Sent: Tuesday, April 18, 2006 9:58 PM
Subject: Fwd: Cleveland British Car Specialist Repair/Restoration Shop

Bruce: Info for your files.

Buck

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

From: William Whitmoyer
<william@oldsportscargarage.com>
Sent: Tue, 18 Apr 2006 10:56:30 -0400
Subject: Cleveland British Car Specialist Repair/Restoration Shop

Hi:
I have heard that the Columbus area has a declining number of British car specialist repair/restoration shops, so I wanted to introduce my business, Old Sportscar Garage. Located in the Cleveland area, we may be too far away for an oil change, but certainly close enough to undertake major repair work or full and partial restorations. We specialize in service, repair, restoration and performance upgrades of classic British cars. Please visit our website for more information, pictures and customer feedback. I hope you will spread the word that there are other specialist options for Columbus British car owners who are not currently being served in your local area.

Thanks, William Whitmoyer

William Whitmoyer
Old Sportscar Garage...where old sportscars are brought back up to speed(TM) www.oldsportscargarage.com

From: Terrence Brex [mailto:tmbrex@yahoo.com]
Sent: Tuesday, April 18, 2006 3:49 PM
Subject: Hi Bruce

Thankfully, the madness that descended on us at work in September has finally abated. I will finally have time for all things Triumph and Buckeye Triumphs. I finally got the registration renewed, got the fuel line cleared (as I'm sure you know, 93 Octane tastes SO MUCH better than the 87 octane that my wife's Saturn burns), and the fuel pump replaced (that I trashed when I got tired of tasting the 93 octane and decided to use the compressor instead) and my beloved Spitfire started right up ..

I'm working on something that some of the members might find interesting. On Easter, my father gave me a loose-leaf binder full of 1962-1963 newsletters from a Model "A" Ford Club that included a monthly Tech Tips column written by my Grandfather, who died when I was a little boy. I didn't know that any of these existed, so maybe you can imagine that I was at least a little excited to "get to know" my Grandfather in a way that I didn't have a chance to before. The REALLY neat part is that several of the articles are applicable to our beloved Triumphs, as much of the technology is the same.

He was a first-class restorer, and a pretty smart guy, especially considering that he had to quit school to support his family when he was 13.

I hope to see you on Saturday.

TB

From: billblake [mailto:billblake@thekayesco.com]
Sent: Thursday, April 13, 2006 12:52 PM
Subject: FW: TR6 V8

Another V8 heard from.....

----- Forwarded Message

From: "Dave Williams" <info@matrixhi-fi.co.uk>

Date: Wed, 12 Apr 2006 16:30:55 +0100

Subject: RE: TR6 V8

Hi Bill,

I have a B&M Quicksilver shifter, my diff was new around two years ago, and is holding up very well, I have a friend who races a TR6 with stock engine producing over 225 BHP (has spent a fortune on the engine, including a hand built exhaust manifold to his own design) and he is running a stock diff which is holding up, they seem to be pretty tough.

I think the mountings are the items to strengthen, I too have trouble with heat, I am OK with a 16" fan on tickover, and up to around 70MPH, but over that and the temp. rises to about 200f (sits at 180 normally) and the fan is then running all the time.

Your motor looks good. I have attached a pic. of mine.



Regards - Dave-----Original Message-----

From: billblake [mailto:billblake@thekayesco.com]

Sent: 12 April 2006 15:36

Subject: Re: TR6 V8

On 4/11/06 2:49 PM, "Dave Williams" <info@matrixhi-fi.co.uk> wrote:

Hi Bill,

I have a TR6 in the UK with a Chevy 350 installed, did you do anything with the diff? Regards - Dave

Hi Dave, No I didn't, it is stock. I used an automatic tranny and was told that the rear end could take up to 225 bhp. My engine is around 170hp and has held up OK. I have had more engine overheating problems than anything. How does yours run? Bill

From: Bengt Nylén [mailto:nylen@telia.com]

Sent: Sunday, April 09, 2006 10:22 AM

Subject: Power Brake Bleeding

Hi,

I'm president for the Swedish Triumph TR Club. I have been reading your article "Power Brake bleeding". It looks like a good idea. Is it OK for me to translate the article and have it in our Triumph TR Magazine. It's our clubs Magazine and this is published 4 times a year.

If it's OK, do you have the 3 pictures in better (bigger) format so that the are printable?

Regards,

Bengt Nylén

Triumph TR Club Sweden www.triumphTR.com

TR6 on Route 66

By Bill Blake

Spring Break in Albuquerque saw this nice TR6 parked on Central Ave, (Route 66), just in front of the most popular coffee shop:



People in the Southwest still use these older British cars as daily drivers rarely if ever putting the tops up. Sheep skin seat covers are a must for coolness.

Events 2006 - Bill Blake

May, 2006		
5/1	Mon	Business and Social Meeting at Iacono's - Buck and Mary Henry to host
5/14	Sun	Mothers Day
5/20	Sat	British Car Day Drive Hosted by Bruce and Buckeye Triumphs
5/21	Sun	British Car Day XXII Metro Center Dublin
5/27	Sat	Eric Jones Riverrun Call Eric
5/29	Mon	Memorial Day (Fed)
June, 2006		
6/4	Sun	British Car Day Toledo Ft. Meigs Tony 419/878-2041
6/5	Mon	Business and Social Meeting Kathy Scott and Bill Blake to host at 115 Cottswold Drive Delaware, OH 6:30pm start
6/14	Wed	Flag Day
6/17	Sat	TRA Nationals at Burr Oak State Park, Ohio
6/18	Sun	Fathers Day
July, 2006		
7/4	Tue	Independence Day (Fed)
7/8	Sat	Len Immke Arthritis Show British Car Area Come Early Stay Till Close
7/16	Sun	British Car Day Cincinnati Bob 513/941-4911
7/21	Fri	Amphicar Swim In Celina, OH
7/22	Sat	Gary & Bev Nettler Annual Pole "POOL" Barn Swim-In and Mini Drive Thurston, OH
7/29	Sat	Das Vroom Brewery District Columbus, OH
August, 2006		
8/5	Sat	British Car Day Dayton, OH

		Eastwood Park
		British Car Day
		Ursuline College Cleveland
8/7	Mon	Business and Social Meeting
8/12	Sat	Summer Party???? PA
8/19	Sat	Vintage Grand Prix at Mid Ohio Saturday is British Car Shoot Out
8/20	Sun	Vintage Grand Prix at Mid Ohio Sunday is the main racing and concours car event
September, 2006		
9/4	Mon	Labor Day (Fed)
9/11	Mon	Business and Social Meeting
9/16	Sat	Ash Cave/Hocking Hills Motoring Event Car Hop Lunch @ Sonic!
9/17	Sun	NASA Racing at Mid Ohio
9/28	Thu	6Pack Trials at Cuyahoga Falls, OH Northcoast Triumphs to host.
9/29	Fri	6Pack Trials at Cuyahoga Falls, OH Northcoast Triumphs to host.
9/30	Sat	6Pack Trials at Cuyahoga Falls, OH Northcoast Triumphs to host.
October, 2006		
10/2	Mon	Business and Social Meeting Greg and Ann Gillman to host Annual Garage Tour
10/9	Mon	Columbus Day (Fed)
10/14	Sat	BT Drive Hosted by Mary and Buck "High and Low and round in the Middle" Honda/Ohio Tour
10/29	Sun	End Daylight Saving Time
10/31	Tue	Halloween
November, 2006		
11/6	Mon	Business and Social Meeting
11/7	Tue	Election Day
11/10	Fri	Veterans Day (Fed)
11/11	Sat	Veterans Day
11/23	Thu	Thanksgiving (Fed)

December, 2006		
12/4	Mon	Business and Social Meeting
		Optional Event
12/25	Mon	Christmas (Fed)
12/31	Sun	New Year's Eve

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).

Officers and the Fine Print	
<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 Annual Dues: \$20.00</p> <p>General email: buckeyetriumphs@BuckeyeTriumphs.org</p> <p>Web Site: http://www.BuckeyeTriumphs.org</p> <p>Our current crop of Buckeye Triumphs Officers include:</p>	
<p>President: Buck Henry 614-733-0563 mhenry1453@aol.com</p>	<p>Vice President: Joe Lynch 614-444-1519 jlynch1@columbus.rr.com</p>
<p>Treasurer: Jim VanOrder (740) 967-2110 vanordergi@earthlink.net</p>	<p>Events: Bill Blake (614) 403-1074 billblake@thekayesco.com</p>
<p>Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org</p>	<p>Secretary: Charma Huddy 614-846-2321 jhuddy@columbus.rr.com</p>
<p>Webmaster: Ann Gillman 614-891-3733 AGillman@aol.com</p>	
<p>Technical Consultants: TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or John Huddy 614-846-2321 email: jhuddy@columbus.rr.com TR-4's: Bruce Clough 937-376-9946 clough@erinet.com TR250, TR-6: Robert Mains 614-890-7767 rmains1@columbus.rr.com or Jim VanOrder 740-967-2110 jvanorde@columbus.rr.com Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu , TR-7 & 8's: Ron Fowler 614-397-3685 tr8@att.net</p> <p>Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member</p>	

Comedy Clips

I'm not feeling very funny this month. (although I had some good material) During the month, my friend (and frequent source of my comedy clips) James Franchello received the following email:

From: JShewmake@cbslawfirm.com
 Sent: Tuesday, April 11, 2006 6:02 PM
 To: james@intinfo.com
 Subject: Truisms for Those Who Live in the South

James,
 As a TR6 owner and enthusiast, I have always enjoyed reading the Buckeye TRIUMPHS Newsletter. I have your site bookmarked and check it regularly to see if the latest newsletter has been posted.

I just completed reading the March edition and came upon your Truisms for Those Who Live in the South. As a Southerner, I am incensed that you offered this for publication and surprised even more that the editor saw fit to publish it.

We all live in a world where state and national borders don't mean as much as they did before the Internet. Certainly a fine publication like the Buckeye TRIUMPHS Newsletter must understand that Triumph enthusiasts from all over the country are reading your publication.

Maybe you and the editor should consider this when publishing items in the future that might be offensive.

 You folks always provide me with a wealth of material for this section, and I have always included your name when publishing. (because I thought you would want the credit) Many of you know my friend James (who is my business partner and not even a member of the club).

Mr. S: please leave my contributors out of this, it is my choice what material to run. (I guess that lawyer jokes are off your list, too - by chance do you happen to have an engineering degree?) When I teach classes on how to use email programs, my first comment is "Don't Respond in Anger" -Since you said you were "incensed" I guess you don't live by this rule

The Comedy Clips section is often the first thing I do when preparing the newsletter - it sort of "gets the ball rolling" to face the rest of the assembly process (and to wait from input from others ☺) - so I feel all out of order (and late) this month.

Your opinions (you, my readers) would be welcome on this issue. If you email Mr S, please copy me.

Classifieds

Items from Bill Blake:

From: billblake [mailto:billblake@thekayesco.com]

Sent: Friday, April 28, 2006 2:42 PM

I have two recharge kits for sale, each have a 14oz fill of vintage R-12, aka real freon. I have 6 cans of 6oz. oil charge also.

614-403-1074 Bill



Wanted:

From: Richard Shoults rbshoult@adelphia.net

Sent: Saturday, April 01, 2006 11:33 AM

Subject: help

Bruce, emailing you requesting help finding a used rear end "pumpkin" for 1975 TR 6. Eric Jones thinks that is where my clunking noise is coming from. Will gladly follow up on any leads you can offer.

Thanks for reading and hopefully sending me towards a solution.

Dick Shoults rbshoult@adelphia.net

Wanted:

TR6 rear tail lights in good condition at a reasonable price. (I need my differential rebuilt and Sam Halkias says that he will "work for tail lights", so I am trying to find a pair for his punted race car. I have been looking on the Internet, but I haven't found any as yet.)

If you have a pair of good tail lights that you can spare, please contact John Huddy at (614) 846-2321 (home), (614) 644-0433 (work) or jhuddy@columbus.rr.com.

PARTS...PARTS...PARTS -

1975 Triumph TR6 barn fresh from ten year storage. Body has less than average rust, frame has no rust out at all. Black interior is decent with a good dash board and dash pads. Redlines. This is a non-overdrive car. No trunk rack or hardtop, just a basic TR6. Originally french blue, repainted red at least twice. Running condition unknown as there are no keys. Car has a clear Ohio title. This will make a very good not-to-tough project for someone. Car can be viewed outside of West Jefferson not far from my barn. \$2795.00 for this one. Bring your trailer. Doug Braden 614-878-6373.

1974 1/2 Triumph TR6 in final stages of restoration. Pimento red with black interior. Over \$20,000.00 in receipts by the previous owner. Engine has been rebuilt, new cam, pistons, bearings, radiator, aluminum fuel cell, clutch and much more. I had Chips Customs repaint this car last year. Correct black accents as per factory specs, and has been undercoated. New front fenders, rockers, front valance and trailing arms professionally installed at that time. No hardtop, trunk rack or overdrive. Engine compartment needs detailed. Car will be \$9750.00 when finished later in April. Call me if you are interested in finishing it on your own for a reduced price. Doug Braden 614-878-6373.

1974 Triumph TR6 project car for restoration. This is a very solid TR6. No frame issues, trailing arm mounts are fine. Some body work required. Needs a rear wing, front wing, boot lid, rear valance, rocker, and deck panel. All sheet metal included to complete car. Dark sapphire blue with black interior. No hardtop, trunk rack, or overdrive. This car runs but needs to be mechanically gone through. This one will be a looker when done. \$3495.00 Doug Braden 614-878-6373.

Set of four Triumph 15X4 1/2 factory steel wheels. These are for the 1957 TR3 through the 1967 TR4A. \$200.00 for the set. Can be picked up at my barn. Triumph TR4, TR4A, TR250 fiberglass right rear fender in very nice shape. \$150.00. Also at the barn.

Pair of 1973 Triumph TR6 bumpers. These are for the '73 only. \$150.00 each for the front or three piece rear. At my barn.

Doug Braden

Doug's Parts

606 Pub Street

Galloway, OH 43119

PHONE (614) 878-6373

FAX (614) 878-6374

website: www.triumphparts.com



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