



# Buckeye Triumphs Newsletter

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 6-Pack Chapter  
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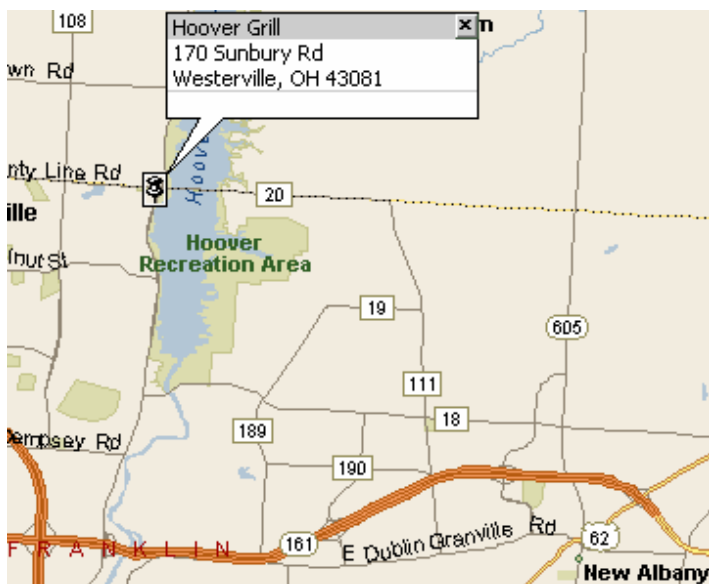
**Winner of the VTR Newsletter Award – 2003!  
 ..... and now 2005!**

## Sam Halkias takes first race of the season at Gingerman Raceway



*Sam Halkias reports:* Gingerman, first overall, first in class, new lap record. A great way to start the season.  
**Way to go, Sam!**

## BT Meeting at the Hoover Grill



Our May meeting is being coordinated by Bob and Lisa Mains at the Hoover Grill on Sunbury Road (just south of County Line road). If all goes well weather wise we will have a wonderful view of Hoover Reservoir. 6:30 PM  
 Restaurant # is (614) 891-0200

## British Car Day 2007 May 19<sup>th</sup> and 20<sup>th</sup>

This year's British Car Day will be held on Sunday, May 20<sup>th</sup> from 9:00 AM until 3:00 PM (or until all awards have been presented). After much discussion, the British Car Council has decided to give the Dublin Metro Center another try. We have had less than ideal weather for the last two years and it definitely affected the turnout of LBC participants and spectators. The Council is hopeful that the third time will be a charm and that we can attract more than 300 cars and bikes. This year's feature marques are Hillman and the Rootes Group. (This would be the 100<sup>th</sup> birthday for Hillman.)

On Saturday (May 19<sup>th</sup>), there will be a tour for anyone interested. It will be the route that Mike (Buck) Henry mapped out and ran last fall. On Saturday evening, the MG club will host a "Meet and Greet" hospitality gathering at the Hilton Gardens Inn Dublin Hotel. For a mere \$4.00 per person, snacks, pop and beer will be provided. Each year, this event grows exponentially in participation. Don't miss this fun event and enjoy mingling with good folks from all the British marque clubs.

On Sunday, the registration tables will be open for business by 9:00 AM. This year, the BCC has decided to move everything closer together. (This should make our vendors happier because they haven't been too thrilled with their locations for the last two years.) As in years past, all British marque clubs are being asked to help run the car show. Triumph clubs are helping with registration from 10:15 AM until 11:15 AM and another shift from 11:15 AM until noon. We need seven people per shift, so please consider helping out for one of the shifts. (Charma and I would like to be able to enjoy the day as well.)

This year, there will be an art show. So, bring your original LBC artwork, crafts, models or photos to enter into the show.

Pre-registration is \$10.00 for your first vehicle and \$5.00 for each additional LBC or English bike. (Pre-registrations must be received by May 15<sup>th</sup>.) Late registrations or people showing up the day of the show will be charged \$15.00.

If you have any questions, please call Eric Jones during the day at (740) 363-2203 or me during the evening at (614) 846-2321.

Get ready for the first big LBC event of the year!

## Riverrun Saturday, May 26, 2007

*Editor's Note: **The Central Ohio driving event of the season will be on Saturday, May 26<sup>th</sup> Please see the details on the next page - If you have not done this before - please do. I hope to see you there - Bruce***

# RI VERRUN

SATURDAY, MAY 26, 2007

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 southwest and take the ferry to Augusta, Ky. After a picnic on the riverbank (recommended), or a meal at The Beehive or the General Store, we'll drive along the Ohio River, re-cross at Aberdeen then back through West Union, along the edge of Shawnee Forest, north through Chillicothe to finish at Tink's north of Circleville.

Cars leave the Bob Evans at Stringtown Road & I 71, 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 2007.

Call Eric Jones at (740) 363-2203 or e-mail [rekkarrs@gmail.com](mailto:rekkarrs@gmail.com) to reserve your spot.

(We will be in England May 6-23.)

There is a \$5.00 fee. Any profit will be donated to Canine Companions.

## Arthritis Show Update

Bill Blake

Saturday July 7, 2007.

The 25<sup>th</sup> Len Immke Arthritis Classic Car Show with the ever popular British Show Within A Show.

\$25.00 for all day entertainment and fun, judging and awards, and free beer. OK I am kidding about the beer. Check out the web site and get your car entered:

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



## Editor's Corner

Poof - and April is gone. My schedule has been fairly hectic - you were all very prompt with your input, but I'm just getting things finished up on Saturday.

Several items this month:

- Beth Thomas has quite an announcement this month. Be sure to look for her article after the pictures about April's drive. We'll just leave it at that and you can read for yourself.
- I spoke with Tim Swartz last night to see how his and Lee's trip went to New Zealand. Apparently things did not go well. Lee began having non stop seizures the first day they got there, and it did not get better. In addition, her health made the return trip home very difficult as well. She is in OSU hospital trying to get things under control. Our thoughts are with her.
- After great soul searching, Ryan and I have decided to sell our 250 project. You can see the details in the classified section. This project was going to be our "go fast" Triumph project. Trouble is - our "go fast" cars are now Porsches, and what the 250 was to represent is no longer the car that we need. I hope one of you knows of a deserving home - I think she is a beauty. Look for the details in the classified section.
- I see now that Summer Party is July 13-15, 2007 - I went to the web site to look for some details, but there really aren't any. I always looked forward to this event, but I think they are doing everything possible to make it a failure. Too bad.
- Bill Blake has been busy keeping the Calendar up to date, if you know of any events worth mentioning, be sure to send him and email at [billblake@thekayesco.com](mailto:billblake@thekayesco.com)
- Bill Blake also has an interesting article on oil this month.
- How about Sam taking his first race of the season, and a track lap record to boot. We paid him a visit a couple of weeks ago and the season is looking very promising.
- Also in this issue - be sure to see the details for TRA and VTR conventions.
- Ryan has been busy with his job working a plant "tear down" in Robinson, Illinois. He has worked the last 14 days straight, 12 hours a day. They should get back this week sometime.

Well, that's all from me - I hope you enjoy the newsletter and I plan to see you all at the Hoover Grill on Monday. The weather looks perfect, I expect to see a lot of TR's!

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

## President's Corner

Another month has come and gone, where does the time go. I remember starting last months President's Corner saying how it looked like Triumph weather had finally

arrived. That was a mis-statement. As it turned out, most of the month of April was cold, with lots of rain and even some snow. Yet the weather did cooperate for the weekend of the first BT driving event. Whoever was responsible for that weather is now in charge of the weather for all BT events.

Mary and I couldn't make it on the drive because we were spending the week in sunny Scottsdale, Arizona. Even though I was out there for business, I did get some free time in the evenings to do some sightseeing. Not once during the entire week did I spot a Triumph of any kind. Though the conference I was attending was from Sunday through Wednesday, Mary and I decided to stay an extra day and travel upstate to Sedona, the red rock territory. Man, is it beautiful up there, and while we were driving from canyon to canyon, Mary and I kept saying how wonderful this would be if we were in the TR with the top down. If you are ever up in northern Arizona, by all means make a point to spend one or two days in Sedona.

Well, it's back to reality and the TR is in the garage waiting for the driving season to begin. I should get it out this weekend and if the weather cooperates, drive it to the meeting Monday night, which kicks off the busy month of May. The following Monday, May 14th, marks the first British Car Cruise in at Quaker Stake and Lube. Then comes the big event of the year, the British Car Show at the Metro Center in Dublin on the 20th. On Saturday preceding the show is the Fun Rally, which starts at 11:30 at the Hilton Garden Hotel in the Metro Center. Also on the evening of the 19th, from 7:30 to 10:00 p.m. at the Hilton is the Welcome Reception sponsored by the MG club. This is a great event so if your in the area, plan on stopping by. Admittance is \$4.00 per person.

The British Car Council has worked hard again this year to prepare for the British Car Show. If the weather cooperates, we should have a great turnout and a wonderful time. One thing I do want to mention is that I will be asking for about 15 volunteers from the club to help park the cars and work the registration area between 10:15 a.m. and 12 Noon. If you would like to volunteer, let me know Monday during the meeting. Following the Car Show, Mary and I are hosting a cook out at our house as we did last year. All BT members are welcome.

Finally, the last event on the May schedule is Eric Jones River Run. Eric is planning on heading southwest from Columbus and taking the ferry over to Augusta, Kentucky. We'll re-cross the river at Aberdeen and end up at Tink's near Circleville.

Well I'm running out of material so I will see you at the Hoover Grill on Sunbury Road Monday evening at 6:30 PM. Cheers, Buck

VanOrder, Bev and Gary Nettler, John, Ryan, Samantha and Max Johnson, Howard Jefferson, Rod and Pat Yost, Doug Mansfield.

The April 9th, 2007 meeting of Buckeye Triumphs was called to order by President Mike (Buck) Henry at 7:35 pm at the Rusty Bucket in New Albany. Buck thanked the VanOrder's for making the evening's arrangements.

Old business – Mike asked if there were any additions to the March minutes. There were none. The treasurer's report was given by Jim VanOrder. We have a balance of \$1,310. Jim recently paid our liability policy to cover driving events. We have recently received two new members and have no other current bills except what is owed to Bruce for the latest newsletter expenses.



Buck recognized Howard Jefferson for hosting a recent tech session. Howard is heading to Pandora this weekend to get headers from Ted Schumacher and offered to pick up items anyone might need while he is there.

Bill Blake passed out a schedule of events. April 22nd will be our first driving event of the year – a trip to Longaberger Homestead and then on to Tom's Ice Cream Bowl in Zanesville. Details to follow. Bill also passed out registration forms for British Car Day, May 20th, and the Arthritis Foundation car show in July. There was discussion about the Put-In-Bay outing in August. Eric Jones' Riverrun is May 26th – Augusta, KY is destination; meeting place is Bob Evans in Grove City. Buck highly recommends the Riverrun. June 2nd is the London to Brighton Run. The Vintage Grand Prix at Mid-Ohio is June 29th-July 1st.

Tech sessions – those interested in hosting future sessions are Howard Jefferson, John Huddy, and John Schilling.

It is not certain at this time whether the May meeting will be hosted by Henry's at Iacono's or by Bob Mains at the Hoover Grill at Alum Creek. Stay tuned for details.

50/50 raffle – The lucky winner, for the second month in a row, was Jacqueline Mercier! She won \$25.

The possibility has previously been mentioned of our club sponsoring a regional or national event such as VTR. We

## **BT Minutes**

Attendance: Buck Henry, Joe Lynch, Bill Blake, Kathy Scott, John and Charma Huddy, Margo and Jim Washburn, Bruce Miles, Jacqueline and Murry Mercier, Jim and Gayle

can consider this later, but it would probably be at least 3 years out.

The meeting was adjourned at 8:00.

Respectfully submitted, Charma Huddy, Secretary

## April BT Driving Event - Longaberger & Tom's Ice Cream Bowl

We had a beautiful day for the first drive of the year



We chose a Sunday for those that could not normally come on a Saturday.



Murry is always good for a few action shots



Before:



After:



Be sure to Join us for the drives this month. The Saturday drive before the British Car days and the River Run this month.

**Additional Note from Beth Thomas  
(exiting news, read on.....)**

To all my Triumphantly good friends,  
As you know, the last year and a half has been very difficult with John’s illness and passing. I cannot begin to tell you how much your support and friendship and love has meant to me during this time. You are such a large part of our lives, past, present and future, that I want to share some exciting news.

Once again, my life has reached another bend in the road, one that has given me a new love in my heart and restored joy to my smile, and has helped me to look once again to the horizon. I met a wonderful man, Allan Whisler, in my grief support group. We have decided to get married next Friday, May 11, 2007. We are going to have our wedding ceremony at my home for immediate family. Later this fall, we will host a big bash to celebrate. He has two children, his son, Aran, is 11, and his daughter, Ellie, is 9, and with Lauren at 9 ½, and Natalie at 7 ½, we always have a lot of activity and excitement surrounding us. While we are certain to experience some adjustments, all of the children are getting along very well. The girls are thick as thieves already!

The blessing of our new life together is bittersweet. We each enjoyed the best life had to offer in loving spouses and marriages. We both continue to honor John and Ann, Allan’s late wife. To love, to have suffered our tragedies, and to love again is a blessing we could not have anticipated or planned. It is hard to explain what a miracle we are living, this second chance at life and love.

We are looking forward to blending our families to create our new Thomas-Whisler home out in Johnstown. We are very excited to begin our new life together.

Love, Beth

**Another fabulous article from the  
“Late TR Guy”**



**By The Banks of The Little Miami –  
May 07**

*Bruce Clough*

Skipped March – that’s okay, I didn’t have much time to do anything anyway. Lots of snow, cold, and plenty of other events kept me away from February Bliss in the garage. I had to cancel the tech session I had wanted to have here on Feb 24<sup>th</sup>, but it was too cold and I had not made any progress on my Stag steering rack – since then I’ve gone farther – read on.

Duncan tells me that I need to change the name of my column. We live on a sloping hill that runs down to the Crooked Creek ( the stream in front of our house), so I should call it “By the Banks of the Crooked Creek”. I pointed out to him that the Little Miami River is just a half mile down the road and the Crooked Creek ran into it. No dice! I’m gonna have to make sure he doesn’t see this column!

**Spring Fever Hits Greene County**

March 12<sup>th</sup>, 55 degrees, sunny, need to start the car up.



**Duncan Tries To Make A Fast Escape**



**Bridgett Brings Equipment for the “Sports” Car**

As usual, the TR7 fired right up w/o any difficulty. Hopefully things like this will keep happening!

**Tech Stuff – Folding A TR7 Top**

From the web site:

<http://www.triumphtr7.com/documents/articles/tips/foldroof.asp>

comes this article on how to properly fold a roof!

**Top Tips - Putting The Roof Down**

After some chatter on our TR7 forum it came to light that there's a number of Triumph TR7 DHC owners out there, who were not aware of the correct procedure of hood stowage.... in fact being a FHC owner it was about one month after picking up a Triumph TR7 DHC (now called TRickett) before we realised the error of our ways!

Folding the roof down incorrectly can crease the rear window and/or quarter lights with the potential effect of splitting those windows. At the very least the creases are likely to diminish your visibility.

Many people 'cheat' on the rear window by unzipping it and laying it down first, this certainly helps extend the lifespan and is better than introducing a crease, but it doesn't help those rear quarters.

So here we have a TriumphTR7.com's pictorial 'How To' on folding your convertible's roof...

**Step 1: Detach The Hood From The Frame.**

Certainly I didn't twig this to start with.... The hood is attached to the middle frame bar, but it's only via Velcro

(see Fig 1.0)! Nope I didn't know this either! Thanks to Phil Hoyle from the TR Drivers Club for that nugget of information.

**Step 2 - Remove Hood From The Frame.**

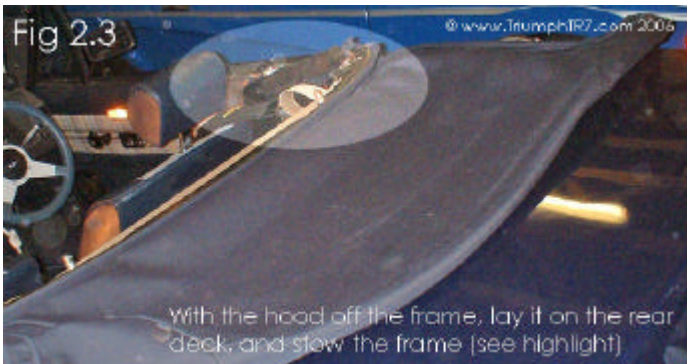
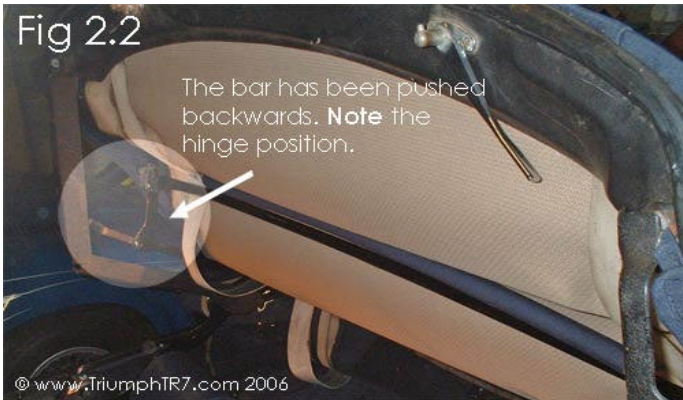
With the hood no longer attached to the front bar we are able to push the bar backwards (see Figs 2.1 and 2.2) without fouling the hood itself.

Note that the bar can be pushed back with the hood attached but this will introduce a fold, aside from making correct stowage impossible!



As the hood is no longer attached to the middle of the frame we can effectively lift it off the frame - see Fig 2.3 and lay it over the rear deck. This allows us to fold the frame correctly - no force is necessary for the frame to be folded quite flat.





**Step 3- Fold The Quarter Lights**

Pull the hood flat along the rear deck to minimise creasing. Now fold each quarter light in, onto the hood (fig 3.0).



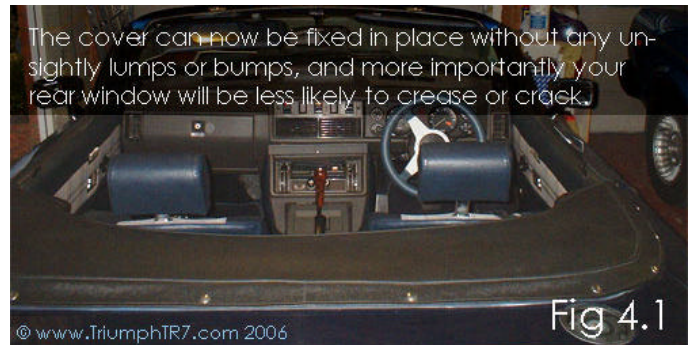
Take care not to crease the window, those practised in Origami should not, at this point, be tempted to make a large boat as this will certainly require additional creases.

**Step 4- Stow The Hood**

With the frame safely stored and the quarter lights folded in you can now flip the hood over into the storage compartment - see Fig 4.0 which is viewed from the front of your Triumph TR7 convertible.



The window will be flat, avoiding any creases. The entire stored roof itself is actually more compact than had you left the hood fixed to the frame; this in turn means that the cover is easier to fit, with no unsightly lumps (see fig 4.1) to mar the terrific lines of your Triumph TR7 convertible.



One thing is blatantly obvious though.... It's much easier to open and close the large webasto's that are installed in many of the fixed head TR7's - see..... you've bought the wrong car!

**Hey, what's this? Oh no, the restaurant at Watkins Glen is on fire, burning? Will this hurt the intrepid TRA 2007 folks?**



Heck, no we've just started!

**TRA 07 – The Tour!**



TRA 07 is coming along, and so are the plans for a tour. For those who don't know me, I detest heading off to Triumph meets at warp speed on interstates. Just something not quite right about that, so what I do is plan a trip that stops at places along the way – places off the beaten track that spark my interest, Alice likes, and the kids can put up with. We take two days to go what would normally take you one, or maybe even stretch it into three if the sites to visit are good – and I think this year they are very good! We did this going to and from Branson in 05, and coming back from Burr Oak last year. The TRadition continues this year.

Finger Lakes, wine, beautiful countryside, twisty roads – everything that great trips are made of. This year I think the theme will be “Grapes and Grape Products”, fitting, I believe. The rough itinerary will be this:

- Sunday, June 10th – We leave Dayton early in the afternoon (or late morning) for an antique-store filled trip to just on the other side of Columbus – Granville. The goal is to invite Buckeye Triumph folks to dinner that night and start our wine tasting – or as I would call it – cleanse the palette... We're staying at the Buxton Inn, <http://www.buxtoninn.com/>. Come join us for dinner!
- Monday June 11th- We're heading the “northern route” to NY along Lake Erie, and will pick up wineries along Lake Milton, late lunch at Ferante Winery near Ashtabula, and head to lodging in PA wine country. IF anyone wants to join us from Cleveland area we'll pick a good winery to meet at ;-). We're staying at a B&B in the heart of PA wine region – the Vineyard B&B

(<http://www.vineyardbb.com/>) as of now they have 5 rooms, oops, make that four – we took one!

- Tuesday June 12th – Work east along the PA/NY border and head north to Geneva along the west side of Canadawiga Lake – I've not explored this area yet!
- Wednesday June 13th-Saturday June 16th – TRA National Meeting At Geneva, NY
- Sunday June 17th – We head back south, taking in a bit more southern route across PA, and a different set of wineries. We are going to be staying in the
- Monday, June 18th – Time to show Duncan the trains of the Warther Museum, and we can show him the trains since a good friend of Alice's is a good friend of the Warther family, then hit a few more stops on the way home. The goal is to make it home that night, at least for us in the Dayton Crew.

**Some of the rules of the road:**

- We don't push it.
- If we see something interesting, we stop.
- We don't try to stay at cheap chain-lodging companies – we try for B&B's or small inns, and we also shoot to eat at family restaurants – no chains either, thank you!

Last tour update is next month – hope you can tag along with us!

**VTR National in Valley Forge, PA**

By Bill Blake and John Farrall

**2007 Vintage Triumph Register  
National Convention**

July 17 - 21, 2007  
SHERATON PARK RIDGE HOTEL  
Valley Forge, Pennsylvania




The Vintage Triumph Register 2007 National Convention will be held this year at Valley Forge, PA. The Planning Committee is pleased to announce that noted automotive author, Graham Robson will be the 2007 Honoree! This year's theme is “TRIUMPHS FORGE AHEAD” as the convention will be held from July 17, 2007 through July 21, 2007.

In the last 35 years, Robson has lived “by the pen” and “by the voice”, not only writing but commentating, presenting, and organizing events of all types. He became engrossed in the “classic” car scene in the early 70's, writing his first major book on Triumph sports cars in 1973. In recent years Robson has done video commentaries, script writing, video treatments, etc. and has finally found time to become involved in the motor club scene. Now, he is President of the British TR Register and flattered to be an Honorary Member of several other clubs.

Plan to meet this world renowned Triumph rallyist,



engineer, and author.

For complete convention information go to [www.VTR2007.com](http://www.VTR2007.com)

Thank you very much.

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## 8<sup>th</sup> Annual Colonial British Car Show

By Bill Blake and John Farrall

In advance of Queen Elizabeth arriving for the 400 year anniversary the English landing in Jamestown the Colonial British Club held their show at the Williamsburg, VA winery. Over 100 cars well represented the British hobby. Weather was perfect!

Of course the ever popular TR3



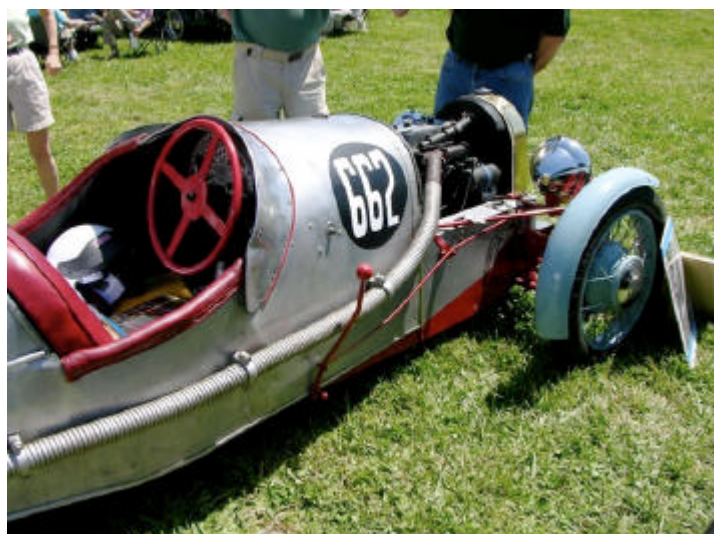
Unusual wheels on a TR6



See the web site [www.cvbccva.com](http://www.cvbccva.com)

They had a few TR250 units of note:

What was really cool was this 3 wheeled race car



Old Number 662 This "car" is a 1926 Stanford





It was hidden during WWII so as not to be used for scrap aluminum; it is original and running.

And in these days of alternative energy

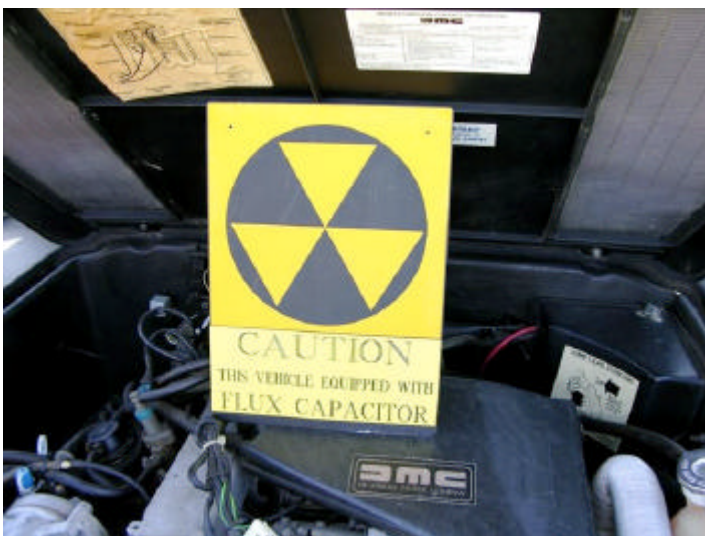
While running my TR6 at the Longaberger Homestead Drive I was able to have my maple car at this show also, thanks to my brother:



John Johnson had his car flown in also:



His car took a prize in class.



## Flat Tappet Engines and Zinc

By Bill Blake

Eric Jones has been telling us that ZDDP is being removed from regular passenger car motor oils. With our older flat tappet engines what should we do? Consider running cam and lifter prelube in the oil all the time, not just during break-in. Another alternative is to use heavy-truck diesel-oil, which is formulated for 18-wheelers and at present still has a full complement of traditional antiwear additives that have been significantly reduced in today's street-legal passenger car oils. (Though even diesel oils will start reducing zinc content in 2007 as big rigs gear up to receive catalytic converters.) Comp

Cams swears by Shell Rotella T diesel oil for use in [high-performance](#) street cars. It's available in both mineral-based and full-synthetic formulations with both types containing basically the same superior additive package. Rotella viscosities are generally higher than today's modern formulations, but that's not a detriment for classic musclecars. Diesel oils also add a superior detergent package that can keep the piston rings cleaner for better oil consumption control. The drawback, if any, would be on a high-mileage engine where blow-by can cause detergent to accumulate in the combustion chamber, possibly contributing to detonation.



Modern heavy-duty truck diesel oils with lots of ZDDP additives will be marked "CI-4" or "CI-4 Plus." They also easily pass the API Service SL gasoline engine performance test (but due to the high ZDDP content, not the SL chemical composition specs). Such truck oils are an economical and effective solution for flat-tappet longevity, according to many sources. Even better than diesel oil are specially formulated racing motor oils. Although the most expensive solution, these oils usually contain even more antiwear additives than diesel truck oil, as well as other performance-enhancing ingredients specifically designed for hardcore, high-performance gasoline engine usage. According to Cosworth's Thomas Hayden, some diesel oils may not have friction modifiers that he claims are helpful in preventing piston scuff on high-performance gasoline engines, especially if running modern low multiviscosity oils. But Dan Arcy, technical marketing manager for Shell Lubricants, takes issue with the importance of friction modifiers, which he says "are only present in the very low viscosity GF-4 oils for [fuel economy](#) reasons."

ZDDP CONTENT			
In recent years, the amount of zinc dialkyl dithiophosphate (ZDDP) antiwear additives in the oil have undergone significant reduction. This data, supplied by oil industry sources, illustrates the downward trend. It is likely that further reductions will occur in the future.			
API Designation or Specific Brand	Year	Approximate Content, Percentage by Weight	
		Zinc	Phosphorous
SH	1996	0.130	0.120
SL	2001	0.110	0.100
SL	2004		
SM	2005	0.082	0.080
Cosworth Racing	2006	0.125	0.115
Shell Rotella T	2006	0.140	0.130
Pennzoil ZOW-50 Racing	2006	0.196	0.180
Quaker State 0 Racing	2006	0.200	0.180

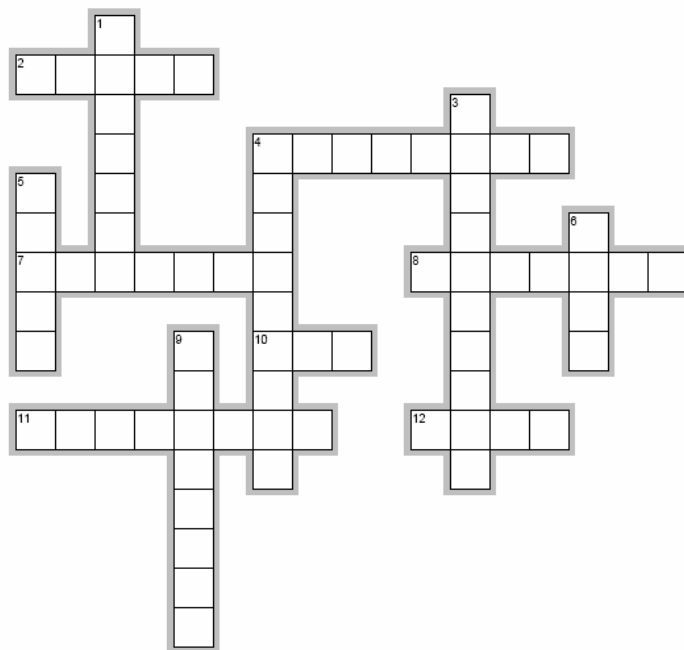
At any rate, because they have a full load of antiwear additives, today's real racing motor oils are sometimes marked "for off-highway use only" on the bottle. They definitely aren't embossed with the consumer-friendly starburst insignia. But for older cars running flat tappets, they are the best oils available.

**Crosswords Anyone? - John Johnson**

A new feature from John Johnson:

**Triumph Mania**

John Johnson



## Across

2. The original "Prince of Darkness"
4. Ride for Howard, Joe or Gary
7. Red paint color
8. Owned Triumph starting in 1960
10. Current owner of the Triumph name
11. Triumph auto plant location.
12. Model made between 1970 and 1977

## Down

1. Honda and Triumph joint venture
3. Prolific sports car designer
4. It gives you gas
5. Bills TR color
6. Spitfire and GT6 organization
9. Current club treasurer

## Local Sources

Nothing for this month - keep those recommendations coming!

## Notes from Members

**From:** John [mailto:johnjohnson@columbus.rr.com]  
**Sent:** Tuesday, April 03, 2007 8:11 PM  
**Subject:** Future Tech Sessions

For those of you who are considering hosting a tech session let me tell you something, the bar has been set very, very high. The session at the Jefferson's Estate on March 31st had a lavish spread of goodies that would make Martha Stewart jealous.



There were muffins, apple turnovers, fresh fruit and hot coffee. We all know how much The Buckeye Triumphs love good food so if you are planning on hosting a tech session good luck topping this wonderful spread.

-----  
**From:** John [mailto:johnjohnson@columbus.rr.com]  
**Sent:** Tuesday, April 03, 2007 8:12 PM  
**Subject:** One more article

There is an old adage that says "You show me a man who has a decorative flame tip light bulb in his trouble light and I'll show you a guy that knows how to spin wrenches in style!" Any guesses whose light it is?



-----  
**From:** John [mailto:johnjohnson@columbus.rr.com]  
**Sent:** Friday, April 13, 2007 11:08 PM  
**Subject:** WALKING

Great News - Keep Walking!

"A 2006 study found that the average American walks about 900 miles a year.

Another study found that Americans drink an average of 22 gallons of beer a year.

That means, on average, Americans get about 41 miles per gallon."

Keep up the good work!!!!!!!!!!!!

-----  
**From:** Mark [mailto:triumphlodge@comcast.net]  
**Sent:** Tuesday, May 01, 2007 3:34 PM  
**Subject:** Deep thoughts...

At Three minutes and Four seconds after 2 AM on the 6th of May this year, the time and date will be 02:03:04 05/06/07.

This will never happen again in our lifetime.

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**From:** Jack Irwin [mailto:jackirwin@greenapple.com]  
**Sent:** Tuesday, May 01, 2007 6:03 PM  
 Hello,

Can you add to the calendar that The Lancaster Old Car Club Spring Festival will be in Lancaster Fairgrounds on June 2nd and 3rd. \$6.00 at the gate.

I am looking to get us the use of a theater drive-in. The owners of the drive-in are difficult to contact and locate. I'll keep trying.

I would like to plan a country drive thru the back hills of the famous Paradise Road (well, its famous in my memory). This road and others are located just south of Lancaster and they make for a fun drive with curves and hills for a quick downshift and throttle up. Greg Gillman and I drove some of the roads last August and it was a fun time.

Thank you,  
Jack Irwin

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**From:** W. W. Moine [mailto:bmoine@yahoo.com]

**Sent:** Wednesday, May 02, 2007 2:04 PM

The TR6 is almost done and some of the finishing touches are still missing. Among the things that are missing are the bumpers. As part of the Euro spec conversion I removed the overrides and moved front turn signals and was planning on getting new chrome bumpers.

I think I am going to stop ordering things from VB since the repo bumpers they sent me are of poor quality. The front is ok but has some waves in it and the rear bumpers are way off and actually flare out. The quest is now to find some very good condition front and rear bumpers so that I can complete the project.

Anyone have some decent chrome for an early TR6 they would like to sell or trade something for? The dash is scheduled to arrive today from <http://www.classical-dash.co.uk/> since the one from RimmerBro was a LHD in a RHD box. (talk about little kid on Christmas getting clothes instead of toys - it was a real bummer)

The interior should arrive from the UK any day now and the car should be completed in the next couple weeks. Rumor has it that next winters project will be PI to complete the Euro Spec.

Attached are a couple pictures





**From:** John [mailto:johnjohnson@columbus.rr.com]  
**Sent:** Wednesday, May 02, 2007 10:00 PM

When I bought my shiny red GT-6 I told my wonderful wife, "Honey, this car needs nothing, think of the money we'll save by not restoring the other GT-6". So I sold the Mark 3 and bought the Mark 1. Well a couple of minor items have needed my attention. A few of you have already heard that my "minor" carburetor issue eventually evolved into something bigger. After finding a float hanger boss broken in the front carb I called Scott at Team Triumph and had him send me a used set of early Mark 1 carbs to replace them. When I started the rebuilding process it became clear that this pair of carburetors were no good because the rear one was cracked down the middle near the throttle shaft. So my search continued and I finally found and rebuilt a pair of carbs and switched to a bellcrank throttle linkage rather than the very early GT-6 style that pulled down on the very rear portion on the back carb and helped wear out throttle shafts even faster. When I got everything put back together and took her for a spin the carbs worked perfect.



*Figure 1 Rebuilt carburetors*

End of story? Nope, I wish, the slight noise the transmission made in first gear was even more noticeable since I had the transmission tunnel out. So I thought now was the time to address the noise rather than putting the

tunnel and carpet back in only to take it apart later. So I have another bright idea, I know where a rare D-type GT-6 overdrive transmission is, I will buy it, throw some seals in it and be back on the road in no time with overdrive! That would have been nice, but this transmission that we thought was "ready to go" was far from it. Eric Jones called me and told me the bad news, it needed a new layshaft, most of the gears replaced and most of the bearings were frozen solid.



*Figure 2 All these parts had to be tossed.*

There was so much rust in the overdrive and transmission that a lot of small parts that are normally re-used had to be located and replaced and Eric had so much time involved that by the time it was all totaled the cost was about three times what I had estimated and that was after he gave me my "Buckeye Triumph Discount". When I checked things out, it became apparent that I would need an overdrive mount frame bracket. Luckily Ted at TSI has one of these rare items for my car and he ships it to me, but when I open the box this used bracket is cracked and needed welded in 2 places.



*Figure 3 Cracked bracket on the left*

While the bracket was being welded I decided to install the transmission. Unlike the TR-6, an overdrive transmission cannot be installed from inside the car as the transmission is too long and the driveshaft tunnel comes too far forward. So I have to unhook everything from the engine and hoist it up and forward to get the transmission back in.



Figure 4 Notice the tailshaft is obscured

Once I get everything re-installed on the engine and get the driveshaft shortened, I hope it will be smooth sailing, but I won't hold my breath. So with my TR-6 is missing its rear bumper (while it's being re-chromed) and my GT-6 giving me one headache after another, my year is not off to a good start. I should have known with the year beginning with my epic trek to Pennsylvania that 2007 might not be my greatest year of British motoring. But the good news is one more car problem and Kim assures me I will get to spend even more time in the garage.....sleeping in it.

-----  
**From:** Jacqueline/Murry Mercier [mercier@ameritech.net](mailto:mercier@ameritech.net)  
**Sent:** Monday, April 23, 2007 12:06 PM  
**Subject:** Longaberger Drive Photos

Bruce,

Thanks for another great drive... 160 miles for me.

Sorry we had to bug-out at Tom's but duty and 'carbs' limit dominated. Since I became Assistant Treasures at church I have the responsibility to get the money bag from the counting committee for deposit today.

Here are a few photos for the archives.

Murry

### Events 2007 - Bill Blake

May, 2007		
5/7	Mon	Monthly Business and Social Meeting
5/13	Sun	Mothers Day
5/19	Sat	Armed Forces Day
5/19	Sat	British Car Day cruise and evening get together with the MG club (good stuff)
5/20	Sun	British Car and Bike Show
5/26	Sat	Riverrun
5/28	Mon	Memorial Day (Fed)
June, 2007		
6/4	Mon	Monthly Business and Social Meeting
6/14	Thu	Flag Day

6/17	Sun	Fathers Day
6/30	Sat	8:30a -5:00p British Car Showdown at the Vintage Grand Prix of Mid-Ohio
July, 2007		
7/2	Mon	KLS BD
7/4	Wed	Independence Day (Fed)
7/7	Sat	Len Immke Arthritis Show British Show Within A Show Dublin Metro Center
7/21	Sat	American LeMans Series Race at Mid-Ohio
7/22	Sun	Honda 200 Indy Car Race
August, 2007		
8/6	Mon	Monthly Business and Social Meeting
September, 2007		
9/3	Mon	Labor Day (Fed)
9/10	Mon	Monthly Business and Social Meeting
October, 2007		
10/8	Mon	Columbus Day (Fed)
10/15	Mon	Monthly Business and Social Meeting
10/31	Wed	Halloween
November, 2007		
11/4	Sun	End Daylight Saving Time
11/5	Mon	Monthly Business and Social Meeting
11/6	Tue	Election Day
11/11	Sun	Veterans Day
11/12	Mon	Veterans Day (Fed)
11/22	Thu	Thanksgiving (Fed)
December, 2007		
12/25	Tue	Christmas (Fed)

### 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**

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...

Club address: Buckeye Triumphs, 9023 Concord Rd, Johnstown, Ohio 43031 **Annual Dues: \$20.00**

General email: [buckeyetriumphs@BuckeyeTriumphs.org](mailto:buckeyetriumphs@BuckeyeTriumphs.org)

Web Site: <http://www.BuckeyeTriumphs.org>

Our current crop of Buckeye Triumphs Officers include:

President: Buck Henry 614-733-0563 <a href="mailto:mhenry1453@aol.com">mhenry1453@aol.com</a>	Vice President: Joe Lynch 614-444-1519 <a href="mailto:jlynch1@columbus.rr.com">jlynch1@columbus.rr.com</a>
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Treasurer: Jim VanOrder (740) 967-2110 <a href="mailto:vanordergi@earthlink.net">vanordergi@earthlink.net</a>	Events: Bill Blake (614) 403-1074 <a href="mailto:billblake@thekayesco.com">billblake@thekayesco.com</a>
---	--

Newsletter Editor: Bruce Miles (740) 587-4179 <a href="mailto:bmiles@buckeyetriumphs.org">bmiles@buckeyetriumphs.org</a>	Secretary: Charma Huddy 614-846-2321 <a href="mailto:jhuddy@columbus.rr.com">jhuddy@columbus.rr.com</a>
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TR-4's: Bruce Clough 937-376-9946 [clough@erinet.com](mailto:clough@erinet.com)  
TR250, TR-6: Robert Mains 614-890-7767 [rmains1@columbus.rr.com](mailto:rmains1@columbus.rr.com) or Jim VanOrder 740-967-2110 [jvanorde@columbus.rr.com](mailto:jvanorde@columbus.rr.com)  
Spitfires and GT6: Doug Braden 614-878-6373 [braden.13@osu.edu](mailto:braden.13@osu.edu) ,  
TR-7 & 8's: Ron Fowler 614-397-3685 [tr8@att.net](mailto:tr8@att.net)  
Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member

**Comedy Clips**

**From:** bhugs [mailto:bhugs@insightbb.com]

**Sent:** Monday, March 12, 2007 8:14 PM

**Subject:** Tech support anyone?

INSTALLING HUSBAND 1.0

Dear Tech Support:

Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed a distinct slow down in overall system performance, particularly in the flower and jewelry applications, which operated flawlessly under Boyfriend 5.0.

In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5 and then Installed undesirable programs such as NFL 5.0, NBA 3.0, and Golf Clubs 4.1. Conversation 8.0 no longer runs, and Housecleaning 2.6 simply crashes the system.

I've tried running Nagging 5.3 to fix these problems, but to no avail.

What can I do?

Signed, Desperate

Dear Desperate:

First keep in mind, Boyfriend 5.0 is an Entertainment Package, while Husband 1.0 is an Operating System.

Please enter the command:

[http://www.I\\_Thought\\_You\\_Loved\\_Me.HTML](http://www.I_Thought_You_Loved_Me.HTML) and try to download Tears 6.2 and don't forget to install the Guilt 3.0 update. If that application works as designed, Husband 1.0 should then automatically run the applications Jewelry 2.0 and Flowers 3.5.

But remember, overuse of the above application can cause Husband1.0 to default to Grumpy Silence 2.5, Happy Hour 7.0 or Beer 6. 1. Beer 6.1 is a very bad program that will download the snoring Loudly Beta.

Whatever you do, DO NOT install Mother-in-law 1.0 (it runs a virus in the background that will eventually seize control of all your system resources.) Also, do not attempt to reinstall the Boyfriend 5.0 program. These are unsupported applications and will crash Husband 1.0.

In summary, Husband 1.0 is a great program, but it does have limited memory and cannot learn new applications quickly. You might consider buying additional software to improve memory and performance. We recommend Food 3.0 and Hot Lingerie 7.7.

Good Luck,

Tech Support

**From:** William Blake [mailto:wrb99292@columbus.rr.com]

**Sent:** Sunday, April 29, 2007 9:42 PM

**Subject:** Signs as seen on the road





## Classifieds

### TR 250

Ryan and I have decided to part with our 250 project. This was to be our “go fast” TR, but that roll has been taken by Porsche 944 Turbo and Porsche 911.

Here are the details:

Perfect Frame - rebuilt and reinforced - since rebuild, this frame has seen no salt.



Engine:

- Richard Good Triple Stromberg setup
- Roller rockers
- GP2 Cam
- The block has been line bored and cam bearings have been installed
- Head has been shaved, 10.5:1 compression
- Intake Manifold has been ported and polished
- The car has one of Ted’s Gear reduction starters
- Aluminum Flywheel
- Engine balanced

This car will go like stink



Car is freshly painted Valencia Blue



Other items:

- Overdrive Transmission (recently overhauled)
- Stainless steel Falcon Exhaust system coupled to stainless steel header
- New Carpet
- New interior pieces
- New dash (yet to be installed)
- Seats are from an Early TR6 and have not yet been recovered.

**NOT INCLUDED:**

- Surrey top
- Panasport 16inch wheels and tires

I believe that the engine is worth \$5,000 as it sits all by itself. Please make reasonable offer

Bruce Miles

[bmiles@intinfo.com](mailto:bmiles@intinfo.com) or call 740-587-4179

**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)

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**From:** David McDaniel [mailto:[elmeronfiwire@yahoo.com](mailto:elmeronfiwire@yahoo.com)]  
**Sent:** Sunday, February 25, 2007 5:36 PM  
**Subject:** Triumph parts

I have a trunk lid and hood for a 1959 Triumph TR3 for sale in very good condition. Do you know of anyone who might be interested? If so, email me at [elmeronfiwire@yahoo.com](mailto:elmeronfiwire@yahoo.com).

Thanks.  
Dave McDaniel

-----  
**From:** Lawrence Sanata [mailto:[lsanata@yahoo.com](mailto:lsanata@yahoo.com)]  
**Sent:** Wednesday, February 14, 2007 12:34 PM  
**To:** [bmiles@buckeyetriumphs.org](mailto:bmiles@buckeyetriumphs.org)  
**Subject:** newsletter follow up/sanata

Bruce --

Please remember to place my advertisement in your Buckeye Triumph newsletter -- as we discussed a few weeks ago over the phone. I'm interested in selling this stunning set of chrome wire wheels in order to buy another set, with a more correct off-set, for my Austin Healey 3000.

Thanks much,  
Larry Sanata

The advertisement...

\$900 OBO for four High-Strength Center Lace 15-by-5.5 inch, 70-spoke chrome wire wheels built for TR6, mounted on Dunlop tires. Wheels are in excellent shape.

Larry Sanata  
Delaware, OH  
740-816-0766  
[lsanata@yahoo.com](mailto:lsanata@yahoo.com)

**CARS WANTED**

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