



# Buckeye Triumphs Newsletter

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 6-Pack Chapter  
 Center of Triumph Register of  
 America  
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**Winner of VTR Best Newsletter Award – 2003!**

## August 23<sup>rd</sup> BT Driving Event to the Neil Armstrong Air & Space Museum



Join us on a leisurely (post-TRF) drive to Wapakoneta, Ohio, and the Neil Armstrong Air and Space Museum on Saturday, August 23<sup>rd</sup>.

The trip will take us through some of Ohio's most beautiful farmland. We will travel through west central Ohio west of Urbana then north to

Russell's Point at Indian Lake. From there, it's a short drive west to Wapakoneta and the museum.

The tour of the Air and Space Museum is approximately one hour and includes a 30 minute movie on the history of the NASA space program. Neil Armstrong has loaned a large amount of his personal memorabilia relating to his space career for display. Many items from the Smithsonian Air and Space Museum are also on display.

After the tour, we plan on having a hearty lunch at the Bob Evan's Restaurant located next to the museum. The return to Columbus will be via Rt. 33.

We will depart from the Dublin McDonald's (Rt 161 and I-270) at 9 am sharp, so come early for breakfast. We should be back in Columbus no later than 3pm.

This will be only our second drive of this type for the year, so I hope we get a great turnout.

Contact Jim Washburn at 614-882-5219 if you have any questions. See you all on the 23<sup>rd</sup>.

## North Coast Triumph Association 12th Annual Fall British Car Show September 14<sup>th</sup>, Warren Ohio

The 12th Annual Fall British Car Show sponsored by NCTA and held on the grounds of the National Packard Museum in Warren, Ohio. This is a participant's choice show open

to all British cars and motorcycles. Also planned for the day are games, a 50/50 raffle, and parts vendors.

A portion of the proceeds from the show will benefit the New Life Maternity Home in Warren.

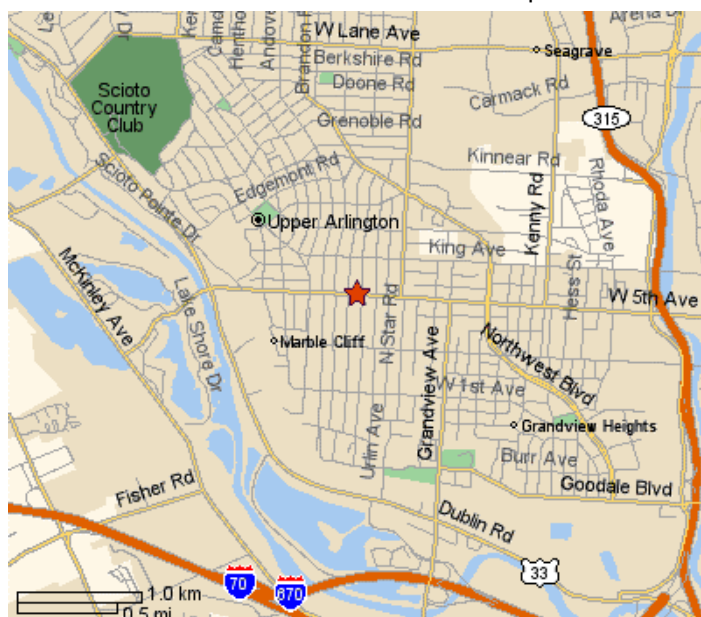
Registration forms will be available on the NCTA website at: [www.nctaweb.com](http://www.nctaweb.com)

The Packard Museum is located at:

1899 Mahoning Avenue NW  
 Warren, Ohio. 44482  
[www.packardmuseum.org](http://www.packardmuseum.org)

## BT Club Meeting - Monday, September 8<sup>th</sup> at the Red Door Tavern - 6:30PM

The Mercier's will host September's BT Meeting. It will be held in the back room of the Red Door Tavern, 1736 W Third Avenue, Columbus, at 6:30. Come early to sample the draft Newcastle Brown Ale. Here is a map:



Their telephone number is 614-488-5433. We hope to see everyone there!

## TRials 2003 – September 18<sup>th</sup> – 20<sup>th</sup>

TRIUMPH Enthusiasts, registration is now available on-line for TRials 2003, September 18-20, 2003, in Bowling Green KY- the home of the Corvette.

See following note from Mike Brinker with link to web site with info and on-line registration, payment via PayPal... or print form and mail in to Jeff Slayton.

Murry Mercier - Buckeye TRIUMPHS

Date: Mon, 21 Jul 2003 13:48:27 -0400

From: "Mike" <[74@tr6world.com](mailto:74@tr6world.com)>

Subject: 6-PACK TRials Registration Online

Hello - The annual 6-PACK TRials is coming up September 18 - 20, 2003. An online payment and registration form is set up on the new 6-PACK website.

There is still time to send in an early bird registration for the TRials being held in Bowling Green Kentucky. As of August 15th, the Registration fee will go up 10

dollars. Trials Registration, T-Shirt Purchases & Banquet Ticket Purchases can all be done online.

If you don't want to register online, but fill out a form and mail your check, there is a pdf you can download.

Go to <http://www.6-pack.org> and you will see the links.

Thanks,  
Mike Brinker  
6-PACK Webmaster  
[websixpack@6-pack.org](mailto:websixpack@6-pack.org)



**Valvoline Runoffs® -  
September 15<sup>th</sup> - 21<sup>st</sup> Mid-Ohio  
Race Course**

The SCCA Valvoline Runoffs®, has evolved into what is now commonly agreed to be the Super Bowl of amateur road racing. The

Runoffs were named by Car and Driver magazine as one of the Top 10 racing events in motorsports.

This event brings a long history to the Mid-Ohio Sports Car Course with 2003 being the 40th edition of the National Championships. More than 600 drivers are competing for National Championship medals in 24 different classes. This event at the Mid-Ohio Sports Car Course promises lots of exciting competition and close racing since the track is known as a driver's track rather than a horsepower facility. With drivers, crew, workers, and sponsors from all over the country in attendance, the 2003 SCCA Valvoline Runoffs® should be one of the best events ever.

Club member Sam Halkias (aka "Mr. September") will be competing on Sunday, September the 21<sup>st</sup>. Sam has a new head on the TR6, the car is running strong, and according to Sam "If I can get into first, I'm not going to let anyone around me" (*Editor's note – I believe he said it a bit more strongly – but you get the idea*)

Come on out for a great weekend of racing – let's cheer Sam on to Victory!

**Bill Blake's Dayton Car Show Report**

The Amphibious Division of Buckeye Triumphs left the Rome-Hilliard McDonalds at 9am last Saturday morning for Eastwood Metro Park in Dayton; Roy and Linda Gay in a white wedge, Jim Washburn and his son in a Toyota, Tim Swartz in his blue TR 250 and Kathy Scott and Bill Blake in a maple TR6 drove through clearing skies on I-70.

We picked up an MGB passing through London. Bruce Clough and Ron Fowler showed up at the park along with Doug Braden in a "for sale" Jaguar. The car show was well attended, over 200 LBCs although the field was very wet and standing water needed to be traversed to get in line with the TR6s. They had mounted park patrols who had voting rights.

Ted of Metro Pandora was there along with the Little British Car Co. of Michigan. Food was provided at a reasonable cost. Voting was participant's choice. I have attached pictures of some TR3's. It was an excellent event even if it

was under water. Actually the park borders the Mad River and the flow was swift, that area could easily go under with enough rain.

We left before the water rose any further. Bill Blake



Notice the reflection?

**A Summer Party Note from Murry**

**From:** Jacqueline or Murry <mailto:trsixer@yahoo.com>  
**Sent:** Monday, August 11, 2003 5:34 PM  
**To:** Buckeye TRIUMPHS  
**Subject:** TRBits: The Roadster Factory Summer Party/VTR Regional... Kudos...

Triumph Enthusiasts,

The Buckeye TRIUMPHS caravans are safely back in Ohio, as far as I can determine, without any major problems... unless you consider "living in the wet" a problem.

The campers bore the brunt of the daily downpours causing Charles Runyan and John Swauger to constantly adjust the schedule and the locations to cope with the elements.

There are many posts to the digest and I'm sure there will be many photos and newsletter pages devoted to the post mortems.

However, there are kudos to be given, not a complete list as I left before the presentations finished on Sunday afternoon:

- Buckeye Triumphs Newsletter award from VTR due to our "Glorious Editor", Bruce Miles (and all of his contributing partners)
- Auto-cross 3rd Place in "D" class to Ryan Miles in his Stock TR250...
- Hill-climb 1st Place in class to John Huddy, in Charma's new Mini Cooper S...
- B-B Gun Competition 1st Place to Nate Fowler (2nd year in a row)
- Go-Cart Competition 3rd Place to Nate Fowler

It was great to see all those Triumphs and rub shoulders and talk to so many people including Graham Robson, UK author of many Triumph history books... William Cook, author of Triumph books including Triumphs in America (2002)... Joe Richards, Owner and restorer of the first production TR2, serial # TS1, on display... Mark Uhlig, Master of

Ceremonies...always stirring things and improvising... like the "Clip Board" awards... so many neat people from other clubs and countries.

I counted 70 TR8's all lined up at the Saturday evening show... more TR6's than I could count... maybe >150... a bunch of TR2's & TR3's...14 Stags, would you believe... block after block of LBCs backed into the curbs on both sides... not even the rain could restrain the excitement of the combined TRF/VTR shows.

Wow Wow Wow probably a one-of-a-kind event... one for the 'best-of' book!

Clem's BBQ pulled pork was great!! and Deaneer's Diner's (Owned by a retired TR3 racer) pies were tops too... ask Charma about the peanut butter... then the finish and 'scatter' from Tom's Ice Cream Bowl on Sunday evening with a pound or so of those fresh cashews to chase down the sundays and milkshakes (in the metal containers of course)..

The many, many memories will diminish and dry the moisture... until next time?

Murry Mercier  
Buckeye TRIUMPHS

## Editor's Corner

I had a bad feeling about the weather when I was in Fairmont, WV on August 1<sup>st</sup>. – The pattern was set and I did not see anything on the horizon the clear the pattern out. BUT – that could not prevent us from having a fun week at the Roadster Factory. Look for pictures after this article.

Ryan's friend Laura braved the elements with us – folks this was her FIRST experience camping. Can you imagine? I took pity on them Saturday and found a room at the Holiday Inn (from someone's early departure) I hear that the adult beverages flowed on Saturday night – oh well.

Ryan did great in the Autocross (3rd place – stock) considering the age of the suspension on his 250 (this was the one that we bought back in the Spring – nothing fancy here folks – rotten bushings and wimpy shocks – so 3rd place is pretty incredible!

Ryan and I have been attending the Summer Party for 6 years – I can't imagine next year without this pilgrimage. If anyone has any ideas on what to do next year I'm all ears.

Ryan has 3 weeks left till school, I came home early from work today to help him remove the body from his TR6 in preparation to fire up his TR6 "monster" engine (ported head, aluminum flywheel, hepolite pistons, 10.5 compression, etc etc) – the green 250 body will eventually grace this beast – should be a fun autocross machine. The engine should fire up later this week. I'll keep you posted.

I wimped out of the Dayton Car show – look for Bill Blake's article in this issue.

Did you notice the news on the first page? Our newsletter won the VTR 2003 best newsletter award. Charma blabbed at Tom's Ice Cream bowl on the way home. (I think John was going to save the surprise for the September meeting) – I'm glad I found out – it is truly an honor.

When Ryan and I purchased our 69 parts car 3 years ago, it has a block with an HE code on the block. We were curious and I saw this chatter on the Internet recently:

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Date: Sun, 10 Aug 2003 06:29:35 +0000  
From: "TR6 Triumph" <tr6\_1969@hotmail.com>  
Subject: What makes an HE engine

Hi All,

What are the differences with the HE engines found in the 1969 TR6 versus all the engines that followed it. And did the TR250 and TR5 also have HE engines?

Sincerely,  
Dave Herbert

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From: "JEFFREY FETNER" <FETNERJ001@hawaii.rr.com>  
Subject: Re: What makes an HE engine

Dave & List,

I've got a spare "HE" engine I bought from a wrecking yard about 10 years ago. As best I know, it was an option on early TR6s. This one was from a '69 with a 3.7 rear end. The head is supposed to be the same as fitted to the PI engine, giving a 9.5 - 1 compression ratio. The pushrods seemed marginally shorter than on a stock 8.5 - 1 engine. This one had a US cam, so I don't know if the HE engine took full advantage of the extra compression.

It also had a factory oil cooler set-up - the usual metal filter canister had a oil cooler line fitting braised into it, and a plate with another fitting was between the block and the cannister. It's all in storage, so I can't confirm except from memory.

I wonder how common (or uncommon) the HE engine is, and how did you get one when the cars were new?

Jeff - 74 CF13816U

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Any more knowledge on this from our readers?

I'm sure that there are more TRF stories out there waiting to be told (be sure to ask new club member Bill Moine about his Mountain Tour ride with Bruce Clough). Send me your stories!

That's all from me this month – see you this Saturday and on September 8<sup>th</sup>!

**Bruce Miles** [bmiles@IN7Info.com](mailto:bmiles@IN7Info.com)

Next Newsletter Article Deadline – September 17<sup>th</sup>, 2003

## Roadster Factory Summer Party Pictures:



Here is Ryan on his way to 3<sup>rd</sup> place in stock Autocross



Mark Uhlig on the Autocross course, notice the Mercier's TR8 getting ready for takeoff in the background.



BT Compound (notice the skies and lack of a bright shining orb)



Mark made a stop on the way home – interesting sign Mark!



I'm not sure I was supposed to see this.



It wasn't raining on Wednesday evening (yet)



Bridgett Clough found a dry spot and plenty of imagination in "bungee central"



Our youngest participant, Duncan Clough, gets breakfast from Dad



Rob, Jason and Ryan plan their autocross attack.



On the streets of Indiana – what a car show.



I bet that mud didn't stay on for long!



I think the these 2 pictures speak for themselves.



Gotta stop by Tom's in Zanesville on the way home!



Isn't that right Charma?

### August Meeting Minutes

The August 4th business meeting of Buckeye Triumphs was held at the "Corner Cafe" in Delaware. There were 25 people there to enjoy the good dinner and the great baklava dessert!! (They even had "Ultra" beer for those of us on a low-carb diet!!--it's not too bad!) We welcomed two new members, Dick and Pearl Welsh from Delaware and re-welcomed Bill Moine, who also joined us at TRF.

Thank-you's are in order for Charma Huddy who was kind enough to pick up the Washburn's award from Immke (who left early, as is our reputation!!)

Plans were made to meet at the Rt. 79/Buckeye Lake McDonalds for the caravans to TRF. Bruce Miles provided indispensable maps. Plans were also made for our second "drive" of the season for a short but fun trip to the Air and Space Museum in Wapakoneta for August 23rd. See elsewhere in the newsletter for directions.

All are encouraged to attend the 6-Pack Trials, which will be held in Bowling Green, Kentucky the third weekend in September. The Corvette Plant and museum should be a good thing to see while there.

Jim VO is still selling emergency hood releases for \$4.00. We are guaranteed that these are nearly a must have item.

The short meeting was adjourned for dessert.

Respectfully submitted, Margo Washburn, Sec'y.

*Editor's Note: Here are a couple of pictures:*





## President's Corner

Since the last newsletter, two nice BT events have taken place. First, was our August Business/Social meeting at the Corner Café outside Delaware, which was set up by Bill Blake. The Corner Café was a good place to have a meeting with all-you-can-eat spaghetti and numerous brands of brew. We had a great turnout and we even had a couple of visitors including long-time LBC wrench, Eric Jones and his wife, Susan Logan. To put us in the spirit, Bill hung up flags from the British Isles in the dining area and several Union Jacks outside. Nice touch and thanks for hosting, Bill.

The second biggie was, of course, The Roadster Factory Summer Party. We had a strong Buckeye Triumphs presence with the following people attending: the Merciers, the VanOrders, the Thomas clan, the Clough clan (including 5 month-old Duncan), Bill Moynes, Joe Lynch, John Hartley, the Washburns, the Gays, the Moores, Ron and Nate Fowler, Bruce and Ryan Miles (and Ryan's friend Laura), Matt Merz and Charma and I.

Maybe it was because TRF has stated that there will not be a Summer Party next year, but attendance was probably the largest ever. The festivities didn't start until Thursday, but a few of us drove over on Wednesday to establish the BT camping compound. Actually, the Cloughs left the Xenia area at some ungodly hour of the night to get there first. (I think that Bruce said that they had arrived by around 10:15 AM.) Murry, Jacqueline, Charma and I left our house around 8:00 AM and we actually made it to the McDonald's in time to have breakfast and still leave by 9:00 AM (which is most unusual for the Huddys). We met Bruce, who was driving his TR6, and Ryan, who was pulling his trailered TR250 with his Mom's Toyota truck. Our pace to TRF was somewhat sedate because the truck was a bit small for the task and the electric brakes on the trailer weren't connected. We were supposed to meet up with Ryan's girl friend, Laura, at Clem's BBQ at noon. Unfortunately, we were over an hour late due to a construction zone on I-70 and a brief thunderstorm that caused us to stop to erect tops. After lunching on pulled pork, we headed to TRF to set up our tents and canopies. At around 6:00 PM, the TR8 Club members amongst us

headed to "The Grape Vine" restaurant in Indiana for a (very) leisurely meal. It may be the European style of dining, but my butt got sore after three hours of sitting there. (I think we will pass on this place next time.) After we were safely back at TRF, the rains came. I awoke a few times during the night and it was still raining each time I was awake.

Thursday, we all slept in until about 9:30 AM which felt pretty good. We started off the day by enjoying fresh brewed coffee and goodies from the Boy Scout food emporium. (I never actually saw any Boy Scouts – only their mothers who were selling food.) The day was wide open, so I spent my time going through the vendor area looking for nothing in particular. As usual, Charma and I spent a few bucks with several of the vendors. In the evening, Charles Runyan hosted a very nice catered dinner on the TRF grounds. I was told that a local church catered the affair and I thought that they did a fine job of feeding the hungry multitude. After dinner, most of the guys wandered around looking at all the beautiful LBCs. Later, there were three "workshops" in TRF building. I attended the first one, which was an interesting Triumph history lesson as told by Graham Robson. (Graham was around during Triumph's glory days and he was connected with the Competitions Department.) It had started to rain again, so I went back to camp to have a cold one.

On Friday, Charma and I got up early and headed to Indiana so that I could participate in the Vern Brannon Hill Climb, which was the first ever such event. It was supposed to start at 9:30 AM., but the first run didn't happen until about 10:45 AM. Apparently, the folks running the event couldn't get their radios to work and they had to go to "plan B". The first run was a former Triumph "Works" TR7V8 that sounded great. Charles Runyan got to ride along and I am sure that he enjoyed it immensely. I finally got to run our Mini Cooper about 11:00 AM and I got to make three runs. The course was actually an uphill paved road with two hay bale chicanes thrown in to slow down the cars. I wasn't exactly sure how I did, but I had a lot of fun. After we got back to camp, it started raining hard again. I had gone to the shower trailer and I ran into the TRF shop area after my shower. There, I ran into Fred Thomas, from Virginia. Fred is a true southern gentleman and a real hoot to boot. He can tell a joke like nobody else.

Friday evening, a large BT crowd went to Dean's Diner on Route 22, which is close to the drag strip. Although it was still raining, we hoped that it would stop and we could race our cars. Halfway through dinner, somebody told us that the drags had to be shut down after only about twenty runs. So, after a very good dinner at Dean's, it was back to the TRF campgrounds to slog around in the mud.

On Saturday, Charma and I took our TR6 on a Poker Run. It was a pretty drive, but our poker hands sucked. (I am terribly unlucky when it comes to games of chance.) When we returned, a large number of cars were about to leave on the "Mountain Tour". Since the car show was to take place in the early evening, we took the Mini to the local car wash

to remove the first layer of mud from its sides and top. Afterwards, we drove the "Mountain Tour" ourselves and we drove through yet more rain. It was fun doing the Tour solo as we could charge the hills and take the curves at speed. (Ask Bill "Spew Man" Moine about the curves.) Saturday evening, we drove both cars downtown to line up with all the other LBCs. After being told to line up close to the car next to me, I met the owner who was irate that I had parked so close to his beauty. He got really nervous when I exited my car and I opened my door within an inch of his. (Sorry to make you nervous, Buster, but I wouldn't think of dinging your door.) After I finally got parked, Charma and I joined a table full of BT folks in The Coney, which is an Irish pub. (I thought that The Coney was a strange name for a pub, but I learned that it is a name of a small island off the western coast of Ireland and the Irish named it first.) While we were having fish and chips, the rains really cut loose and nearly drowned our trusty TR3 and TR4 concours judges, Jim VanOrder and John Thomas. After the deluge, we motored on back to TRF. Once we arrived, I told Charma that we had better try and get to our camp site with the Mini as the TR6 would never make it through the (now) swamp. My approach was to go to the left of TRF and mush through the lower field and come around the back of the camp area. Well, just as I started to run through the lower field, some lady with two German Shepherds decided that it was the perfect time to take her dogs down the hill to piddle. I had to stop for the dogs (and not her). Naturally, I got stuck, but I was able to rock the car enough to get going again. That Mini is a real mudder because I got almost all the way back to our camp site before I became mired in the jello that was once solid ground. Bruce Clough and Bill Moyne pushed the car (and got sprayed with mud.) Thanks, guys, a box of Tide is being sent to each of you. Once safe under the canopies of Camp BT, we did the only thing that we could under the circumstances - we drank. Then, we marveled at the super-heated Citronella bucket that continued to burn vigorously in the pouring rain. Cool!

Sunday dawned and we packed our wet everything into the Mini. I made another mud run and I made it to Killen Road without getting stuck. Then, we transferred some of the wet and muddy stuff to our TR6 and we drove to Mack Park for a TRF sponsored brunch and awards ceremony. Brunch was a bit late, so the awards didn't get started until about noon. Congrats to Bruce Miles for receiving a VTR award for our fine newsletter. Also, kudos to Ryan Miles for scoring a third place in his class in the autocross. (It should be noted that Ryan's car is completely stock and has a worn out front end.) I don't know if anyone else got an award because we had to leave at 1:15 PM. We, then, gathered the troops and started home. Of course, we had to stop at Clem's and Tom's Ice Cream Bowl.

All-in-all, it was a great Summer Party even if it did rain every day. Next year, we may have a Summer Party memorial camp out at some Ohio campground. Stay tuned.

One last thing, don't forget about the Washburn's drive next weekend. Look for details within this newsletter.

See you on the road.

John - [jhuddy@columbus.rr.com](mailto:jhuddy@columbus.rr.com)



August 2003: By Bruce Clough  
([clough@erinet.com](mailto:clough@erinet.com))

## Trying To Be Obnoxious!

If you are a member of the TR8 Car Club of America you probably noticed Peter Rudge's editorials about folks modifying their TR8's and how that was ruining their value. You probably noticed that others don't share Peter's thoughts. This author is one of them. Since TRF Summer Party is coming, it's the 25<sup>th</sup> anniversary of the introduction of the TR8, and it's my job to be an individual, I decided to put side exhausts in The Grey Ghost.

Well, I actually wanted side pipes, but putting a "65 Vette - like" set of pipes is pretty much impossible on the TR8 since that unibody is just in all the wrong places. I'd have to do radical hole cutting and welding. That I don't want to do, in fact, I want to be able to put a stainless system on it when the 4.2 litre engine arrives from Steve E. So, I had to settle for the next best thing - side exit exhaust pipes.

I figured I could fit a 3 inch diameter, 18 inch long (do your own metric conversions) glass-pack muffler diagonally between the foot and seat depressions in the floor pan. This would bring it out ahead of the rear jacking point, another bonus.



Out With The Old – To ebay With You!

The first thing to do is get off the old system. Since I had just removed it to replace the clutch, it should come off easy, and it did! Almost fell off. Hmm, what to do with this mix of original and aftermarket parts? Right. Ebay. Somebody will buy this! Trust me.

Now with that potpourri of bent tubes off it's time to collect parts. I went all over for then:

- J.C. Whitney – Two 18" long , 3" glass packs with 2" inlets and outlets. \$25
- Auto Zone – Two rice rocket resonator tips. \$40
- Muffler Bros.(Bellbrook) – Two adaptor pipes, custom bent. \$14
- Pep Boys – Paint and odds & ends. \$10
- Performance Clinic – Fuel line heat shield. \$18

Yep, a virtual shopping gypsy – actually, I did buy the glass packs off the Web site.

Now to put it all together. I had mocked it up with wire and duct tape, finding out the bend angle for the adaptor pipe that fit it correctly – about 50 degrees. I noted where the exhaust went close to the fuel line, and covered the line to keep the fuel cool. I also glued some heat shield to a unibody piece the muffler came real close to. I bought the resonators to muffle the sound a bit more, and since they looked obnoxious! The muffler and adaptor pipe was painted to match the resonator tip. Here's what they looked like:



Top: All the Parts. Bottom: Completed Side Exhaust

Attaching to the header end was simple- 2.125" clamp and red silicone sealant (the high temp stuff – works great for sealing exhaust tubes). The tip end was more problematic. Normally this is soft suspended on rubber donuts. No room for this. Went for a hard mount. Will this transfer too much noise to the floor? We'll see. Will this cause other problems? Don't think so since the motor mounts are pretty stiff so the pipes wouldn't move much anyway, and the amount of heat transferred to that location (where a seat support attaches to the floor pan) won't hurt anything - doesn't have anything but metal attached to it.

For once, everything fit, okay, so I had to move the headers about a bit with a crow bar – but not much! Initial fit checks showed no interference, but the heat shield was a good idea since the right side was within a hair of the unibody. I still have some ground clearance, but if we come to a big coon in the road I'm going to have to go around! And no West Virginia speed bumps either! If you don't know what these are, go to North Bend State Park in WV and look in the gift shop at post cards...



In The Middle Of Installation – Fit Check! Right Side Exhaust in Background, Left Side in Foreground Looks good so far...

Time to lower the car, what does this look like? Here:





Grey Ghost with Side Exhaust – See, not TOO radical...

I figure I have the ground clearance at least of a typical Austin-Healey, maybe more! Okay, but how does it sound. Well, as of writing I've got 10 minutes on it, but already I notice that the high "bark" of the previous system is gone. This one rumbles, much more energy in the low region. Sounds like something bigger is parked under the hood! It will either be fun, or hell, to drive due to the noise – we shall see. Anyway, I think I like the looks better!

## From The "Why the h\$%# did they do this???" Files

I put a new top on the TR8 last summer. Now the top cover, which had been fine, won't fit. Two of the snaps I can't get snapped even on a hot day! This stinks! I have to get Alice to modify another cover to fit – and you know what really makes me angry? In my humble opinion, the factory knew the covers were too small but didn't redesign them!

Case in point. Here is a picture of the offending snaps:



Bad Snap – Bad Snap!

Yes, that is a metal snap part on the car, and no, it's not original, but the cover snapped to it just fine before! But wait – look at where the snap part on the cover is – into the binding! The width of the strip above the binding is for the snap to mount in, but it's into the binding – the cover is too short. And what's more, this cover has not been altered in any way – that short cover was there from the beginning!

But wait - maybe this is an anomaly. I inspected the same strip off the spare (which I was modifying to be the new cover on The Grey Ghost) and saw this:



Almost as bad of a snap!

Up against the vinyl, those snaps were. They had to know this was happening – they had to see this on the production line, but chose to ignore it! One more data point, I looked at the TR7 cover and saw the same thing! Systemic problem, and it was with the humans!!

Oh for the want of another ½ inch of material. Would it have hurt British Leyland to provide? They were already loosing \$\$ out the wazoo, what would have been a few more cents? Alice is getting ready to sew on a wider strip, so I'll report on how that works later.

## Tech Tips From The Internet

### How Do I Start A TR7 Engine That's Been Sitting A While?

Hi everyone,

*As soon as I finish re-bushing the front & rear suspension, I'll be ready to start the trusty Wedge for the first time in over a year.*

*What's the best way to avoid excessive metal to metal wear before the oil starts pumping?*

*I figure I'll spray some WD-40 in each cylinder to free things up and a little light oil too; and take off the valve cover and to the same on the cam. Anything I can do for the crankshaft bearings short of pulling the oil pan? I will be changing the oil too.*

*Anything else come to mind? I'd sure appreciate your advice. Thanks!*

*Art Harman, 81 Fl 7, Fairfax, VA*

#### Reply 1:

From: "Major Tom" <majortom@epub.com>

The steps:

1. THROW AWAY the WD40 (should be named Rust-in-a-Can) or if you are a real NICE guy, give it to someone who owns a Porsche, they will need it and appreciate the gift, and the rest of us will thank you.
2. Get PT Blaster or Valvoline Syntex penetrating oil. These are wonderful products. They actually work!
3. Remove plugs and squirt in the penetrating oil. NOT WD40 - you gave that away, remember - DO NOT PUT BACK THE PLUGS! Let the oil sit overnight, re-spray the next day.
4. Put car in neutral.
5. Do not change oil, or if you did already then make sure the oil filter is filled by hand.
6. Turn the starter w/o plugs and no load in until you get oil pressure.
7. Check the water, perhaps changing it, check the fluids, you would be well served to flush the brake & clutch system with new fluid as well, then if you have points check the spark and timing. You should do this with an electronic ignition also but it's not as critical... and if spark's OK then put in

the plugs, start the engine and fight the frozen clutch.

Now the fun part:

- Stop by your friend's house with the Porsche, and let him give you a premium beer or two in appreciation. If you are lucky he will spray the WD40 and you can drink the beer and watch his over priced VW turn into overpriced rust. It is a superb way to spend a Sunday afternoon. BTW it works faster on Fiats but that's almost sadistic.

MT

**Reply 2:**

From: "Susan and Jack Brooks" [tr3a@att.net](mailto:tr3a@att.net)

Tom is right. WD-40 is a water displacer, not a lubricant or penetrating lube.

In addition to his suggestions, I really like Kano products - Kroil, sili-Kroil, etc. as penetrating lubes. They dissolve rust and work great.

BTW - oil in cylinders, plugs out crank away until you see pressure. I know you have a 7, but on an 8, if you don't get oil pressure, you might need to pack the pump with Vaseline to prime it.

Jack

**Setting Up The Initial Distributor Timing After Yanking The Puppy Out.**

Ira Emus wrote:

*Well, I managed to remove the Lucas electronics from the distributor without destroying anything and put in the Crane also without destroying anything. I have spark and I have signal to the injectors on one bank but it won't even pretend to start.*

*What's the sensor that when it dies the car won't run and how does one test it?*

*When I push on the air meter I can hear gas rushing through the pipes in the engine compartment. Should I hear that?*

*Any other suggestions on things that are likely to cause the engine to die while idling at a stop light and never want to start again?*

*I will check the timing when I have my wife back to help. I'm sure it's moved a few degrees but I'd still expect a pop or something.*

Ira

**Reply:**

From: "Major Tom" [majortom@epub.com](mailto:majortom@epub.com)

Ira,

You are kidding right?

Installing the new crane can put spark off as much as 90 degrees, but usually around 60 or so. Simple process, put engine at TDC. The rotor will likely be pointing at 1 or 5, unless you've changed the distributor position. Doesn't

matter, so long as it's pointing to one or the other. Take the wire from the coil out of the top of the cap. Hold it near ground, not by the end! with your other hand rotate the distributor with the ignition on - until you get spark.. Then re assemble everything you should be within 20 degrees and likely will start though somewhat rough.

Major "Sparky" Tom

**That's all for this month. The TRF Summer Party Report will be in a separate article. See you at the September meeting!**



**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:

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 TR2's & 3's: John Hartley 740-753-1066 email: [jhartley@frognet.net](mailto:jhartley@frognet.net) or John Huddy 614-846-2321 email: [jhuddy@columbus.rr.com](mailto:jhuddy@columbus.rr.com)  
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 TR250, TR-6: Robert Mains 614-890-7767 [bob.mains@ode.state.oh.us](mailto:bob.mains@ode.state.oh.us) or Jim VanOrder 740-967-2110 [vanordergj@core.com](mailto:vanordergj@core.com)  
 Spitfires and GT6: Doug Braden 614-878-6373 [braden.13@osu.edu](mailto:braden.13@osu.edu) ,  
 TR-7 & 8's: Ron Fowler 614-833-6885 [tr8@msn.com](mailto:tr8@msn.com)  
 Affiliations: 6-Pack Chapter -- Center of Triumph Register of America – VTR Zone Member

**2003 British Car Events**

Date	Event	Contact
Sept 15-21		Mid-Ohio Sports Car Course 1-800-MID-OHIO <a href="http://www.midohio.com">www.midohio.com</a>

**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).

**Comedy Clips**

*From Nelson Riedel:*



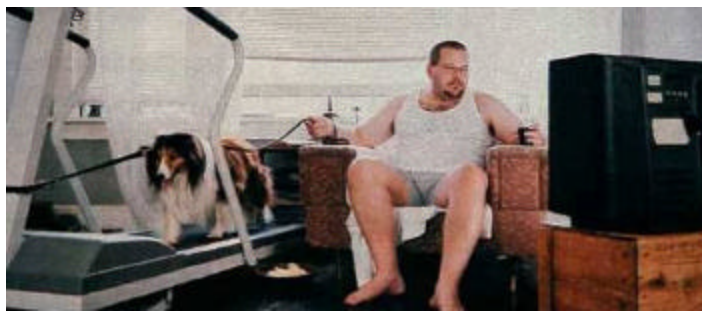
When one forklift isn't enough – use two.

**Why Athletes Can't Have Real Jobs**

*(submitted by my business partner James Franchello):*

- Chicago Cubs outfielder Andre Dawson on being a role model: *"I wan' all dem kids to do what I do, to look up to me. I wan' all the kids to copulate me."*
- New Orleans Saint RB George Rogers when asked about the upcoming season: *"I want to rush for 1,000 or 1,500 yards, whichever comes first."*
- And, upon hearing Joe Jacobi of the 'Skins say: *"I'd run over my own mother to win the Super Bowl,"* Matt Millen of the Raiders said: *"To win, I'd run over Joe's Mom, too."*
- Torrin Polk, University of Houston receiver, on his coach, John Jenkins: *"He treats us like men. He lets us wear earrings."*
- Football commentator and former player Joe Theismann, 1996: *"Nobody in football should be called a genius. A genius is a guy like Norman Einstein."*
- Senior basketball player at the University of Pittsburgh: *"I'm going to graduate on time, no matter how long it takes." (now that is beautiful)*
- Bill Peterson, a Florida State football coach: *"You guys line up alphabetically by height." And, "You guys pair up in groups of three, then line up in a circle."*
- Boxing promoter Dan Duva on Mike Tyson hooking up again with promoter Don King: *"Why would anyone expect him to come out smarter? He went to prison for three years, not Princeton."*
- Stu Grimson, Chicago Blackhawks left wing, explaining why he keeps color photo of himself above his locker: *"That's so when I forget how to spell my name, I can still find my clothes."*
- Lou Duva, veteran boxing trainer, on the Spartan training regime of heavyweight Andrew Golota: *"He's a guy who gets up at six o'clock in the morning regardless of what time it is."*
- Chuck Nevitt, North Carolina State basketball player, explaining to coach Jim Valvano why he appeared nervous at practice: *"My sister's expecting a baby, and I don't know if I'm going to be an uncle or an aunt." (did his IQ ever hit room temperature in January?)*
- Frank Layden, Utah Jazz president, on a former player: *"I told him, 'Son, what is it with you? Is it ignorance or apathy?' He said, 'Coach, I don't know and I don't care.'"*
- Shelby Metcalf, basketball coach at Texas A&M, recounting what he told a player who received four F's and one D: *"Son, looks to me like you're spending too much time on one subject."*
- Amarillo High School and Oiler coach Bum Phillips when asked by Bob Costas why he takes his wife on all the road trips, Phillips responded: *"Because she is too damn ugly to kiss good-bye." (Dead man walkin')*

**Walking the dog: ?? (from Nelson)**



**Changing Course? (from Jim Washburn)**

Dead ahead, through the pitch-black night, the captain sees a light on a collision course with his ship. He sends a signal:

"Change your course ten degrees east."

"Change yours ten degrees west," comes the reply.

The captain responds, "I'm a United States Navy captain! - Change your course, sir!"

"I'm a seaman second class," the next message reads. "Change your course, sir."

The captain is furious. "I'm a battleship! I'm not changing course!"

The reply: "I'm a lighthouse. Your call."

**New Mini Paint Job (from Nelson and Mark Uhlig):**



Notice the license plate...

**From Steve Hughes (if women ruled the world):**



**Classifieds**

These classifieds are free to BTC members, given, of course, that they relate to Triumphs, and are for private (not business) use. No, you cannot sell that old couch here! We'll run classified ads for two months, beyond that you'll have to ask for an extension.

**For Sale**

I have an average set of wheel trim rings for a TR6, asking \$50.00

Contact Bill Blake - 330.760.0825

**For sale:**

1. Six 16 ounce spray paint cans of TR6 white Dupont paint. This is the equivalent of a quart of paint. Price \$75.
2. For sale: Luggage rack in good condition. \$50.
3. For sale: Interior New Tan carpet set. Like new condition. \$50.
4. For trade only. Tonneau cover for complete cockpit in New Tan in really good shape. Trade for early TR6 Tonneau (no seat humps) in black.
5. Wanted. Black boot cover in good shape.

Steve Hughes

H: 614-848-9741

W: 614-213-7430

**Information on old dashes:**

I'm interested in placing an ad in your newsletter. I'm trying to track down sources for used and unwanted wooden dashboards for reveenering and refinishing. Any info would be appreciated.

Thanks, Roger Foster e-mail [RWFDSF@aol](mailto:RWFDSF@aol)

**For Sale:** 1975 TR7 Coupe with glass sun roof, excellent body and 50,000 miles. Car has been stored for several years. Needs brakes and clutch overhauled. Best offer over \$2,500.00. If interested, contact Ken Ball at 457-4860.

**PARTS...PARTS...PARTS** - Triumph and LBC parts available... New, Used & NOS... The Roadster Factory, Moss & Victoria British items at discount prices.

Many common parts in stock.

Doug's Parts 614-878-6373 [Braden.13@OSU.edu](mailto:Braden.13@OSU.edu)

<http://www.triumphparts.com>



Reading this newsletter and not a member? Please join our club! Here is a handy form:



**Buckeye TRIUMPHS**

9023 Concord Road  
Johnstown, OH 43031



**MEMBERSHIP DATA REQUEST** Membership includes spouse.

<b>Last Name</b>		<b>I am currently a member of:</b> <input type="checkbox"/> Vintage Triumph Register (VTR) <input type="checkbox"/> 6PACK <input type="checkbox"/> Triumph Register of America (TRA) <input type="checkbox"/> TR8 Car Club of America (TR8CCA) <input type="checkbox"/> Triumph Digest <input type="checkbox"/> Central Ohio Chapter TRA (COCTRA) <input type="checkbox"/> North Coast Triumphs <input type="checkbox"/> Miami Valley Triumphs <input type="checkbox"/> Other _____ <input type="checkbox"/> Other _____ Other _____
<b>First Name(s)</b>		
<b>Address</b>		
<b>City</b>		
<b>State/Province</b>		
<b>Zip/Post Code</b>		
<b>e-mail</b>		
<b>Phone, Home</b>	(     )	
<b>Phone, Work</b>	(     )	
<b>Fax</b>	(     )	

Triumphs Owned	Model/Year/VIN/etc.
Vehicle 1	
Vehicle 2	
Vehicle 3	
Vehicle 4	
Vehicle 5	

Dues are \$20/Year (Includes Spouse)

<b>Date</b>	
<b>Dues Paid</b>	
<b>Signature</b>	



**Buckeye Triumphs**  
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