



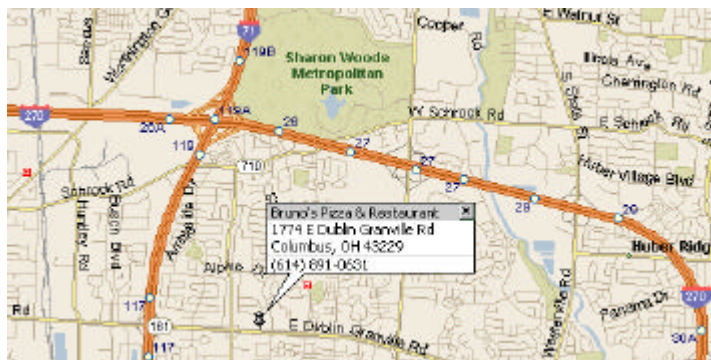
Buckeye Triumphs Newsletter

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

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

September BT Meeting at the Bruno's Pizza - Monday, Sept 11th

The September business & social meeting will be hosted by John and Charma at Bruno's Pizza & Restaurant, 1774 E Dublin Granville Rd, Columbus, OH



See you around 6:30

Six Pack TRials

This year's TRials will be hosted by the North Coast Triumphs Association www.nctaweb.com.

6PACK TRIALS 2006 September 28 – October 1 Cuyahoga Falls, Ohio

Host Hotel - Sheraton Suites, 6PACK Trials 2006, \$89/night double occupancy, suite with king bed or suite with two queen beds. 800-325-3535

6-PACK TRials is the club's annual meet which includes fun activities, tech sessions, car show, a road rally, awards banquet and much more.

The 6-PACK TRials is like no other event. We are not competitive and most of the cars that attend are not trailered. We come for the people and the fun.

If you haven't registered, there is still time!
 Visit www.6-pack.org or www.nctaweb.com

Editor's Corner

Plenty of material this month, in fact, some I had to postpone till next month. Bruce Clough checks in with a new Late TR guy. Kim Johnson has a report from Summer Party, Rod Yost reports from the Pittsburgh Grand Prix, John Huddy reports on an adventure with Buck, Bill Blake reports from Mid Ohio. My thanks to all my contributors.

I'm looking forward to TRials at the end of the month. My friend (and 6-pack Secretary) Todd Bermudez and I are planning a "back road" trip to TRials from Granville up towards Amish country. I haven't worked out the details yet but will send out an email as plans firm up. Sure to be a fun drive.

August is a blur, I wimped out on the Summer Party and was out of town for the vintage races at Mid-Ohio. Bill Blake said they had quite a good "parade" lap on Saturday.

Ryan treated me to a spirited "romp" in his 911 on my birthday. We left Granville and headed South towards SR 555 South of Zanesville. We were about 70 miles into the trip, and had found some really nice, twisty roads and were just driving along at about 45 mph when **BANG** we heard quite a blast (I thought we had been shot) Turns out we broke a torsion bar on the right rear suspension. What a bummer, we were lucky it didn't give up in a corner.

Ryan's friend Artie had a spare pair of torsion bars that he had removed from a 911 that he is race preparing, so they have the car back on the road again.


I know that you all haven't heard much from Ryan lately, but he is now an official college graduate. He had one more engineering class that he needed to graduate back in May so he took it in a summer session and worked at the university through the summer. Last Saturday, I helped him move home, and he is on the hunt for a job. He's planning on coming to the meeting on the 11th.

I am really proud of the effort that he put in at ONU, and his diploma includes the words "with distinction" to signify that he kept his grades above 3.5.

He would dearly love to apply his skills with something dealing with racing, so if you have any leads, be sure to let him know.

I am planning on going to the North Coast show this week up by Geauga lake, if anyone else is interested, please let me know.

Well, I'm trying to keep this under 24 pages, so I better stop typing. See you folks at Bruno's on the 11th

Bruce  bmiles@intinfo.com or bmiles@buckeyetriumphs.org

President's Corner

Greetings everyone, another month has flown by and here I am, way late, again, on writing this note for the newsletter. August was a very busy month with each weekend filled

with some type of British car activity. The month started with the British car show in Dayton with a few of the Buckeye Triumphs faithful in attendance.

On the following Monday, we had the monthly Business and Social meeting at the Spaghetti Warehouse which was hosted by Joe Lynch. That was one of the most well attended meetings that we have had in a long time. It was great to see such a large turnout. Let's try to keep this level of attendance at all of our meetings.

Next up was the Summer Party at the Roadster Factory in which 3 or 4 of our members attended. I understand that John and Charma Huddy had to make some minor roadside repairs upon the return trip but the tough Triumph got them home safe and sound.

The following weekend was the Vintage Grand Prix at Mid-Ohio. I heard that attendance was down a bit this year, at least on Saturday for the British cars. Yours truly had to miss this year's event, I volunteered to be a chaperone at my youngest daughters band camp for the week, you know, "One time at band camp". It was a lot a fun and I was given a project to paint two small yellow wagons used by the percussion section. With a few spray cans, it was almost like working on the Spitfire. That Saturday night I went to my High School Class reunion. I'm not saying which class or which reunion, but you know, there were a lot of old people there, but I still had a lot of fun. On Sunday, Mary and I helped move Katie into her dorm room at Bowling Green, two down, one to go... So anyway, I missed the vintage races all together.

As a change from small cars to large motorcycles, John Huddy arranged to rent, for a day, a Harley Davidson Ultra Classic Electra Glide, as a birthday present to himself. I agreed to ride along on my little Sportster to keep him company. We ended up putting just over 300 miles on the bikes that day, all but about 3 of them in nice sunny weather. Those other 3 were in a #\$\$%\$\$\$@ gully washer just outside of Grove Port. I'm not sure my shoes are dried out yet. I'll let John tell you about the trip in a little more detail.

Finally, closing out the month was Eric and Susan's Summer Party. I arrived around 3:00 just as some of the guests were leaving. The reason for this was that earlier in the day, I was helping Mary prepare for an open house at one of her listings, also in the rain. The turn out was good despite the shower earlier in the day, there was plenty of food and drink and I got to see a few familiar faces and talk about, gee, what else, cars.

This month is going to be almost as busy. First up is the Business and Social meeting on Monday night. The Huddys are hosting is at Bruno's Pizza Restaurant on Dublin-Granville Road. I hope we have a turn out as good if not better than the August meeting. On the 16th and 17th, Mid-Ohio is hosting the National Auto Sports Association (NASA) Championship races. This is billed as the National Championship of this newly formed racing series and is their version of the runoffs.

Following this on Monday, September 25th is the last British Cruise In at Quaker Steak and Lube. And finally, during the last weekend of September is the 6-Pack TRials, which are being held this year in Cuyahoga Falls, Ohio.

During this Monday's social meeting, I will again be reminding those in attendance that it will soon be time once again to hold elections for officers. Please consider throwing your name into the hat for one of the office positions. Also, if there is something you would like to propose to the membership that you think would make the club better, please do so at these meetings. If you cannot make it to the meetings but would still like to propose a suggestion of some kind, send me or one of the other officers an e-mail and we will present it at the next meeting. Remember, this club belongs to you.

Have a good month of September.

Cheers, Buck

BT Minutes

Minutes of August 7th 2006 Buckeye Triumphs Business Meeting

Attendance: Mike Henry, Bev and Gary Nettle, Joe Lynch and Ann, Jim VanOrder, Murry and Jacqueline Mercier, Kathy Scott and Bill Blake, John and Max Johnson, Rod and Pat Yost, John and Charma Huddy, Margo and Jim Washburn, Kevin Eschofen and Kris Moore, Sam and Carol Halkias, Bruce Miles, Carl and Elaine Moore.

The August 7th 2006 meeting of Buckeye Triumphs was called to order by Mike (Buck) Henry at 7:40 pm at the Spaghetti Warehouse in downtown Columbus. Thanks to Joe Lynch for setting it up.

New members Howard and Pam Jefferson and their son Taylor were introduced and welcomed.

Old Business – The British Car Council wrap-up for May British Car Day will be held August 8th. Buck asked for any suggestions to be passed along at the meeting. Murry reported that the Arthritis Show wrap-up was held August 6th, and they netted \$140,000 which beat last year's \$123,000.

John Huddy displayed the plaque that Buckeye Triumphs will be presenting to Beth Thomas in memory of her husband, John. Jim VanOrder was asked to let the club know when he felt it was appropriate do this.

Congratulations to Bruce Miles who received a VTR 2005 Newsletter Award for the outstanding job he does on our newsletter!

Buck mentioned that it will soon be time to elect new officers. Please consider running for office.

Due to Labor Day, the September meeting will be moved to the 2nd Monday of the month, September 11th. The Huddy's are sponsoring the meeting – details to be announced.

The calendar of upcoming events was reviewed by Bill Blake:

- Aug. 10-12 – The Roadster Factory Summer Party
- Aug. 19-20 – Vintage races at Mid Ohio. Per Sam Halkias, track cars will give rides – ask for Sam.
- Aug. 27 – Summer Party – Eric Jones
- Sept. 2 – Medina, OH - British Car Show On the Square

Regalia – Howard Jefferson displayed various designs of vinyl Buckeye Triumphs emblems and suggested voting on one of them.

Nametags – Let Jim VanOrder know if you need one.

Newsletter – Bruce can always use more articles.

Buck told the humorous story of Murry’s kilt purchase at the Dublin Irish Festival. Murry wore his kilt this evening and had his picture taken for the newsletter.

A note received from Nick Tyler, driver of the TR3 in the Great Race, was circulated. He finished 47 out of 103 cars. Nick was complimentary about our club and appreciated our support.

Rod Yost reported on the Pittsburgh Vintage Grand Prix. He estimated that there were about 1,500 cars. There were seven classes of races – one including cars as new as 1965 and another as old as pre-1940 cars. The race takes place on city streets. Rod said they had a great time and suggested that we consider this as a club event next year. It occurs the week after the Arthritis show.

Bev and Gary Nettler invited the club to have another pool party at their place this year. They don’t close the pool until sometime in October. Those who attended their July party had a great time.

The 50/50 raffle drawing was held – Max Johnson won \$30.

If anyone needs 6-Pack registration forms, see Buck. That event is September 28th thru October 1st.

Respectfully submitted, Charma Huddy, Secretary

Rod Yost’s Story

**IT TAKES AT LEAST 35 YEARS TO RESTORE A TR3,
BUT ONLY ONE YEAR TO REBUILD A TR6 REAR HUB**

By Rod Yost

Club members who attend monthly meetings know that I’ve been talking about rebuilding my hub for the last year. I had originally hoped to have a tech session, and thought that it could all be done in one day. I suppose now that I have done it once, we could do it all in one day, that’s assuming we do it pretty quickly before I forget everything. I’ll share a few things that I learned in the process.

First of all, it’s amazing how much clearer directions are, after you’ve screwed it up the first time. At least I didn’t break anything and didn’t have any significant do-overs. Jim VanOrder was a big help in getting me the original directions, and if I would have just listened closer, or understood the directions better, I would have saved at least one morning’s work. Here is the web site that Jim

gave me for the initial directions.

<http://www.thelittlemacshop.com/trsite/download.html>

I had a local machine shop, Ashcraft Machine in Newark, Ohio, fabricate the “monster hub puller.” Then had our famous newsletter editor, Bruce Miles apply appropriate pressure on the wrench to operate the puller. Many of you will remember that the first time we tried it, the “monster” broke and had to be re-welded. After it was re-welded, and even with a 4’cheater, the weld held, and with a nice “pop” the hub was separated from the shaft.

I had hoped at one time that I could borrow a hydraulic press to separate the bearings, but after while realized that this was a golden opportunity to buy my own press. I am amazed how inexpensive tools can be from Harbor Freight. I bought their 12 ton A frame press for only about \$85, with a \$9 delivery charge. Amazing. With the press and bearing separators also acquired at HF, I was able to remove and replace the bearings and chases. Now comes the part where I was not paying close attention. In the directions, it is suggested that when the hub puller is operated, there may be some flaring occur, and that the threads may have to be re-worked. For some reason, I was only thinking about the bolt on the hub puller being affected. Wrong. It is the spindle that gets flared out. Jim had warned me about that, but I forgot. There is an easy way to prevent the flaring. When you take off the big nylock nut on the spindle, just put it back on, backwards at the very end of the spindle. Then when pressure is applied by the hub puller, the spindle can not flare. This was not a huge problem to solve, the same machine shop was able to fix the problem.

The next significant learning experience for me was to use the dial test indicator. I had ordered it from Harbor Freight, but of course had never used one. The rebuild directions call for adjusting the end float to “nearing” 0.002” float, but not less. If it is tightened to less than 0.002” you need to start again with a new collapsible spacer. The actual process of adjusting the float was not too bad. I used the wrench I had welded together out of 2” x ¼” and ¾ x ¼” steel stock. I found that the ‘wrench” was spreading and slipping around the nut, so I used a “C” clamp to hold the jaws together. I also bolted the 4’ cheater to the home made wrench to give me some leverage advantage. The hub assemble was held in a vice on my work bench, and held OK.

The next step was to re-connect the half shaft to the hub with the U-joint. It was at this time I realized that I had never actually replaced a U-joint on my own. My advice to you when you attempt this, is to not do it late at night on a Sunday when you are already tired, sweaty, and in a hurry. I ended up bending and losing a needle bearing, and thus ended up by buying a new U-joint. My second attempt was much better, no problems.

Finally, time to put it all together, and hope and pray that I don’t strip out the threads in the trailing arm when I tighten down the hub. I’ve never been 100% sure that I’ve found

the correct torque setting for these particular studs, but I tightened them to 18 foot pounds. If any of you know differently, please tell me before my wheel falls off. Once everything was bolted back together, I did have one more anxious moment. While the car was still off the floor, I checked to see how much the wheel would wobble, and was then dismayed at how much wobble there was. I pulled the wheel, the hub, and the half shaft once again and rechecked all the torque settings and used the dial test indicator to recheck the end float. Everything checked out OK, so I put it all back together, praying again that I didn't strip out a stud. I still had some wobble, but then checked the 'good' side, and found that the wobble was slightly less than the good side. I met up with Jim VanOrder on the way to Mid Ohio, and he did a quick parking lot check as well. It seems OK.

Now that it is all done, I have to admit that Nelson's original advice was right on. It would have been cheaper and certainly a lot quicker to just have let the Roadster Factory do the rebuild, but then I've got this reputation for doing things the hard way to maintain. I also now have a monster hub puller, a hydraulic press, and a dial test indicator to use when the next bearing goes out. Thanks again to Bruce Miles for the one year loan of a rear hub.

Pittsburgh Vintage Grand Prix

July 7-16 2006 - Rod Yost

The 24th annual Pittsburgh Vintage Grand Prix was July 17-26. The actual race and qualifying races are on city streets, and are free to watch. The overall event is organized and operated by the Pittsburgh Vintage Grand Prix Association, and is for the benefit of the Autism society of Pittsburgh and Allegheny School. In 2005, the association donated \$150,000 to the cause, which brought their cumulative donations to \$1.9 million. The Pittsburgh vintage Grand Prix is the only vintage race in America actually run on city streets. Monte Carlo is the only other city in the world to stage such an event, and they only do it every other year.

The qualifying races are on Saturday, and the races are on Sunday, but there are events all week long. The schedule began with a black tie gala on July 8. Saturday the 8 and Sunday the 9th was set aside for vintage racing at BeveRun in Beaver Falls, plus an auto cross which is open to the public at \$75 a head. On Monday, there was an invitational car show on Walnut Street; Tuesday evening, a Car Cruise at the Waterfront; Wednesday, a downtown car display along with a meet the driver / happy hour / auction.

The highlight for Saturday, other than the qualifying races, is the Schenley Park Car Show and British Car Day, sponsored by the Western Pennsylvania Triumph Association. In 2005, there were over 1500 cars displayed, and I heard a rumor that there were 2000 cars this year. The British cars get the best locations, on the fairways of Schenley Park golf course right next to the road that the race uses. Entry fee is \$20, and that allow you to

display your car on Saturday, as well as Sunday. If nothing else, this is an inexpensive parking fee. There are no parking lots, so spectators typically end up walking several blocks from where they parked.

The qualifying races on Saturday run from 9:00 AM to 5:00 PM, and the races on Sunday run from Noon to 5:00 PM. These Vintage cars are significantly more vintage than what we see at Mid Ohio. Out of seven classes, there is only one class in which the cars can be as new as 1965, and the earliest class has to be all pre 1941. This first class had two 1926 Bugattis, a '27 Bugatti, a '36 Maserati, several Alpha Romeos from the 30s, and the oldest car was a Ford 1919 "T" Speedster. I get such a kick out of seeing these old cars still racing. It was reported last year that two of the cars had raced against each other at Le Mans in the 1930's, and were still racing against each other 75 years later! Some sections of the road, which runs through a public golf course, are lined by stone walls. At places bales of straw have been stacked to offer some margin of safety, but still, the cars are racing on public streets.

The Pittsburgh Vintage has been very enjoyable for me. I enjoy seeing the cars on display, but to see them really racing brings the level of enjoyment and excitement to a whole new level. President Buck Henry was able to come to the races on Sunday, and we met up for the last couple of races. It would be great if a few more folks wanted to go next year.

Buck and John's Big Adventure

It all started with a birthday wish. Charma asked me what I wanted for my May birthday and I told her that I wanted to rent a Harley Davidson motorcycle. Since I was young, I have owned various motor scooters and small cycles, but I have never owned or ridden a Harley. Recently, I had found out that A. D. Farrow in downtown Columbus has a small rental fleet of motorcycles that can be rented by experienced riders. Well, I have a motorcycle endorsement by virtue of owning and riding my 1960 Cushman Eagle scooter. So.....

Buck (Mike) Henry and I decided to take a ride together some Saturday this summer whenever we could work it out. (Buck owns his own Harley Sportster.) We finally were able to work out a date that worked for us and A. D. Farrow. On Saturday, August 26th, I went to the Harley store to pick up my steed. When I went outside with Rodney, the rental dude, I saw the biggest and most beautiful bike I had ever seen. It was a cobalt blue and silver "Ultra Glide", the largest cycle that Harley makes. This bike had every bell and whistles available: lots of chrome, CD player, satellite and CB radio, cruise control and navigation system. After Rodney showed me all the features of this fantastic cycle, he wanted to see if I could handle the beast. It just so happened that there was a cycle and hotrod show setting up in the parking lot, so there were numerous biker types standing around. So, I got to ride around the parking lot with a bunch of critics. Fortunately, I did nothing to

humiliate myself and I was approved to leave with the big Harley. I couldn't reach Buck on the phone, so I decided to ride to the Henry house to meet my riding buddy. As I rode around the Columbus outer belt, I realized that this was one big honker.



When I got to Buck and Mary Henry's, Mary took a couple of photos, and then, we were off to parts unknown. (Well, actually, we had to make a trip to a drug store to get medication for one of the Henry girls who had gotten bitten by some back yard critters.) After completing the drug store run, we pulled out a map and decided to head to Marietta on as many back roads as possible. After leaving Dublin, we rode around the north portion of the outer belt, through the 161 construction mess, across 161/16 and onto Route 37. Then, we went south on Route 37 and east on Route 40 to Zanesville and Tom's Ice Cream Bowl. Of course, we had to stop at Tom's for burgers and ice cream. From Zanesville, we took Route 60 south to Marietta (with a couple of detours that were recommended by some dude at a McConnellsville rest stop).

On the journey, I learned that big Harleys are not particularly fuel efficient. My big honker came with slightly less than a five gallon gas tank and Buck's Sportster came with a two gallon tank. Surprisingly, I only averaged about 30 miles per gallon. Buck's Sportster does quite a bit better, but with his small tank, he has to refuel every 100 miles or so.

We left Marietta about 4:00 PM with a goal of getting back to the Henry house for dinner by 7:00 PM. We decided to return to Columbus using different roads, so we snaked along the Ohio River to Belpre, where we picked up Route 50. We took Route 50 north to Athens, where we got onto Route 33. We stopped in Nelsonville for a potty break and we decided that we would stop somewhere around Lancaster for gas. In Nelsonville, my fuel gauge showed that I had nearly a half tank. But as we started around the Lancaster bypass, my gauge dropped like a rock and the needle hit the bottom. At that time, I was riding behind Buck. At about a half mile before a Lancaster exit, I put on my turn signal. I thought that Buck had seen it, especially since he moved over to the right side of the road. Unfortunately, he hadn't and he kept going despite my furtive arm waving and horn blowing efforts. I limped the four miles into town where I had to put in 4.7 gallons into the tank. Buck came back and found me at the gas station,

where he scolded me for not getting in front to let him know that I had to stop. Sorry about that, Buck!

As we were heading up Route 33 north of Lancaster, we could see ominous looking clouds and we could feel the air get cooler. The weather forecast was for showers late in the day and it started to look threatening. We picked up the pace a bit and made it to the I-270 outer belt. At about the time that I thought we might make it home, the heavens opened up and we got dumped on. After a short time, I couldn't see out of my helmet visor. I pulled it up and could see briefly until my glasses got screwed up. I pulled onto the shoulder and I limped up to the next overpass bridge. There, I found another stranded biker waiting out the rainstorm. (That poor S.O.B. was heading to Cincinnati.) After a few minutes, the rain subsided and I was back on the road. I had lost track of Buck again, but I knew that he was ahead of me somewhere. Apparently, I passed him while he was hiding out under the Route 23 overpass bridge. We re-connected as I was turning onto Avery Road in Dublin. We got to the Henry house about 7:15 PM where the ladies were waiting for us with cold beer and BBQ chicken. It doesn't get much better than that!

All-in-all, it was a great adventure except for the rain. When we were at the Henry's, Buck looked up my bike on the Harley website and found out that it retails for over twenty-one big ones.

You may wonder why I have included this article in a BT newsletter and I guess it is a sort of a "human interest" story. Even though we are nuts about Triumphs, some of us like two-wheeled machines as well.

John Huddy

Events: Vintage Race Weekend at Mid-Ohio Sports Car Course

By Bill Blake

The British Car Showdown was held Saturday at Mid-Ohio with the threat of rain on radar but no moisture fell on the race day activities. Our club was blessed with a pile of free tickets from Jeg's Automotive. The crowd of racers and British cars seemed down from last year, maybe the weather threat or the gas prices or both. The smaller crowd did make for great noon time laps, I was able along with co-pilot Terri Hixson to hit 70mph on the back stretch. The TR6s bunched up a bit in the Ssss just part the back stretch:





Jim VO and Tim figure out the race schedules:



A really, really nice paint job on a TR6:



Yikes Stripes!!!!!!!!!!!!!! Unusual combination!



Sunday saw the Concourse event unfold with a large variety of classic cars. Pete Roberts, Stan Saul from Jeg's and I got to participate in the garage with the F1 FedEx car. I filmed the "crew" starting the British Cosworth engine, watching the turbo spin up close and personal is an experience, this engine is capable of spinning over 12,000 rpm.



Summer Party 2006

By Kim Johnson

I can't believe that summer party has come and gone again.....What a shame that something so fun only happens once a year.

As usual John and I had a blast. It feels so good to just laugh all weekend long.

Our trip began at McDonalds in Buckeye Lake, we traveled with Charma, John, Jacqueline, Murry, Jim Van Order and Chuck Davis. With a stroke of good fortune, we made it with no break downs. Yahoo!

We had lunch at Clems (of course!) and took a minute to plan the schedule. We separated then and John and I went into Indiana to our hotel. The comforts of a hotel out weigh those of the campground every time.

After everyone was situated we went to Bruno's for dinner, joining us were Don and Helen Cumberland from Maryland, where we proceeded to eat, drink and be merry :)



Fun stuff.

Friday morning John and I headed out on the Poker run, just a step before the others who just ran it later. We met up around 4 pm and headed out to what is sure to be a yearly favorite from here on out... To the Raspberry Acres Farm Winery.



We tasted several wines and so enjoyed the couple who hosted it. It was beautiful. Leaving the winery, we went to Dean's Diner on our way to the Drag strip, making a slight detour at Wal*Mart. Now this is a funny story. Any of you reading this know my husband is ruthless when it comes to harassment....I live with it, I know. Any way, John Huddy needed a soap dish. Something so simple. NOT! My John gets Huddy a white soap dish. Ok white is simple and everyone can use white. Well here comes Charma and she trades the white one for a blue one. And not just a blue one....As my husband referred to it as Elton John pantsuit blue, Huddy referred to it as 57 Chevy Blue.



It was so funny. Back to the story.... No one raced at the drag strip.. But we enjoyed watching the cars run well into the night.



Saturday we went on a mountain drive to Ligonier. What a beautiful little town. The drive out there was about a half an hour and just gorgeous. The weather was perfect. In Ligonier we visited a coffee house, shopped and had lunch at a small diner.



After we left we tried to find another winery, but didn't have any luck. Then we flew back to our resting spots (for like 10 seconds each) heading out to the car show and party in Indiana. We all ate at Coneys. It was very good. At the car show awards, John got a first place and Don Cumberland, our friend from Maryland got 3rd. for his TR6.



They made sure we were always ok and that we were having a good time. It was just so awesome. Any of you who are reading this, if you don't go to summer party or never have, I, being only a passenger, would strongly recommend it. The togetherness, the friends you make, the fun, it's something you can't beat. Go next year and see for yourself, don't just take my word for it.

Notes from Members

From: The Family Jefferson [mailto:pnhnt@insight.rr.com]

Sent: Wednesday, September 06, 2006 8:18 AM

Pickerington had a Labor day parade Monday. Cub Scout Pack 256 was asked to be in the Parade. My son got to ride his bike and I was asked by the Pack to drive my Spitfire with an "advertisement" on the back.



I got a lot of compliments, and even a few inquiries.

R/ Howard



Murry had an incident at the party with his electric..It surely wasn't the heat coming off those sexy legs in his kilt :) But John rigged it and he had lights. Yeah. We left summer party early on Sunday morning. Mike McPahil (Austin TX) and Art Graves (Tulsa OK) friends of ours from last year come right through Columbus, so we rode home on their shirt tails. We were home at noon. All the way home we reminisced about all the fun we had and what we think Charles could do to make it better. John and I are so blessed to be a part of this club and the friends that went with us to summer party are so wonderful.

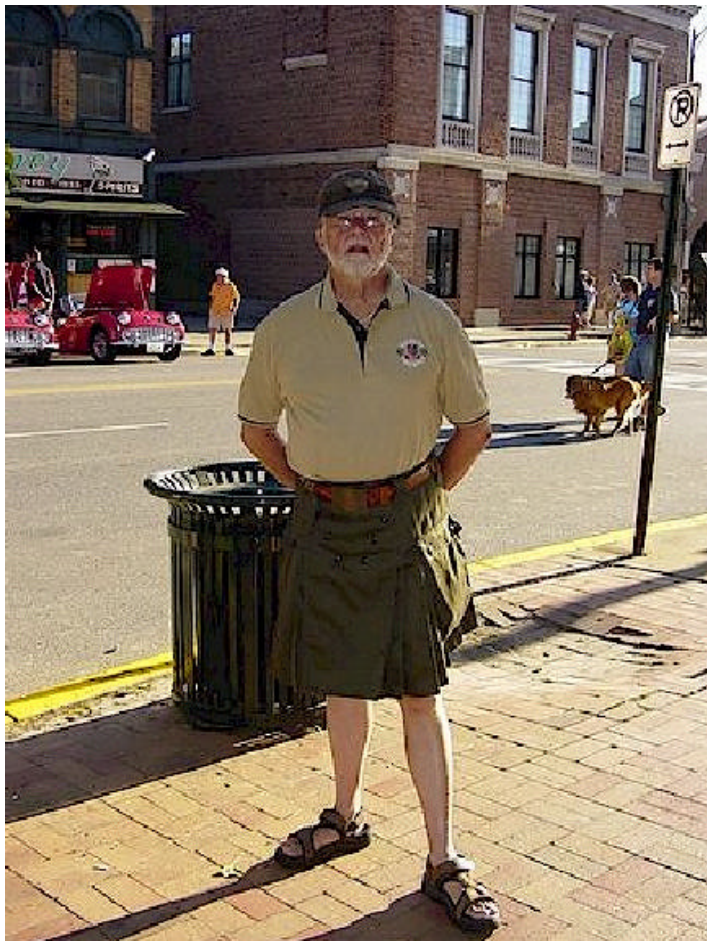
From: Mark [mailto:triumphlodge@comcast.net]
Sent: Saturday, September 02, 2006 6:02 PM
Subject: TRF bon fire

How does everyone like their MGBGT done??



From: Mark [mailto:triumphlodge@comcast.net]
Sent: Saturday, September 02, 2006 5:42 PM
Subject: BT Photo Caption Contest

Hey...you really should float this and see what kind of responses you'd get.



Great shot of Murry. Looks like he got caught dumping quarts of used oil in the trash can.

Hope all is well.

I'll be at 6-Pack. Hope to see you there.

Cheers...

From: Mark [mailto:triumphlodge@comcast.net]
Sent: Saturday, September 02, 2006 5:40 PM
Subject: News flash!

Who says women don't like guys that have a "mini"?



From: "John Huddy" <jhuddy@columbus.rr.com>
Date: Mon, 28 Aug 2006 19:40:18 -0500
Subject: RE: FW: question for brake booster restoration .

All,

Unfortunately, Murry is correct about Partco. I ran into Fred Thomas (who did all the powder coating) at the Summer Party. Fred told me that Partco was sold and he has never been contacted by the new owner. Fred is reasonably certain that the new owner isn't interested in doing servo rebuilds.

John Huddy

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

From: Jacqueline or Murry [mailto:trsixer@yahoo.com]
Sent: Monday, August 28, 2006 8:36 AM
Subject: Re: FW: question for brake booster restoration

All,
The last info I had (2/22/02) was the following, but it seems to me that I read that he stopped doing the rebuilds(?): He was Nelson's contact.

Partco Automotive
1494 State St.
Cincinnati, OH
523-471-7000

Eric Jones (740-363-2203) told me recently that he has parts and units that he would rebuild (no powder coat option).
Murry

billblake <billblake@thekayesco.com>

wrote:

----- Forwarded Message

From: BellaPsolla@aol.com

Date: Fri, 25 Aug 2006 17:59:32 EDT

To: billblake@thekayesco.com

Subject: question for brake booster restoration .

HELLO , before your club took out all the technical data off the web-sitethere was a mention of SHOP that restored the BRAKE boosters on the TR-6 would you happen to be able give me the name of the SHOP and its owner .I will wait to hear from you thank you for your time
 NIK (fellow TR enthusiast)

From: SHughes shughes@wideopenwest.com

Sent: Saturday, August 26, 2006 1:17 PM

Subject: Locked your keys in the Car???

If you lock your keys in the car and the spare keys are home, call someone at home on your cell phone and ask them to get your car keys / remote opener.

Hold your cell phone about a foot from your car door and have the other person at home press the unlock button on your keys / Remote opener while holding it near the phone on their end.

Your car will unlock. It will save someone from having to drive your keys to you.

Distance is no object. You could be hundreds of miles away, and if you can reach someone who has the remote" for your car, you can unlock the doors (or the trunk this way!)

From: John Johnson johnjohnson@columbus.rr.com

Sent: Monday, August 21, 2006 10:34 PM

Subject: Lift

Just a quick note to thank fellow Buckeye Triumph members Gary Netter and Joe Lynch for their help this weekend with my new lift. They came over on Saturday night and spent hours here working! I so appreciated it. Kim served pizza and beverages, (and of course dessert too!) I got the lift from Panther lifts and would highly recommend it to any one with multiple cars! (and extra cash)



Thanks again, I couldn't have done it with out you. John Johnson

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

Sent: Friday, August 25, 2006 11:07 AM

Subject: Mid Ohio F1 Team

Hi BCC Team,

I thought you all might be very interested to see the crew for the F1 FedEx car at Mid Ohio this weekend.

Yes the seasoned professional on the right is our Pete Roberts of Cosworth, Ford of England fame.



The owner on the left is Stan Saul of Dublin.
 Bill

From: Schilling, John [<mailto:jschilling@dgcolumnbus.com>]

Sent: Wednesday, August 16, 2006 5:50 PM

Subject: RE: Newsletter Articles

Bruce.

Here's a short paragraph about my ongoing TR6 repairs, including a photo of the completed project.

John

Another chapter in the story of restoring #CF142U:

In the process of correcting a few interior items under the dash of my '73 TR6 I discovered that the fiberboard transmission cover was badly deteriorated. Fortunately, all

of the hardware/fasteners were intact, just not making much contact with the fiberboard. I was able to repair (or rather, 'stabilize') the cover using some hardboard, galvanized metal sheet, corrugated cardboard, and fiberglass repair kit (and yes, a bit of duct tape, too). I started by making a pattern from brown craft paper, making sure the bolt hole locations were accurately marked. Using the pattern, I cut new bottom rails from ¼-inch thick tempered hardboard. Fastening the new rails to what was left of the cover with corrugated cardboard and contact cement provided correct positioning during the fiberglass coating process. The cover over the parking brake/final drive benefited from additional reinforcement with galvanized sheet metal (heating duct gauge) and curved to fit, making it strong enough to stand on. Here's a photo of the completed tunnel.



I had not previously worked with fiberglass materials but found this relatively easy to do. This seemed to be a good alternative to purchasing new aftermarket fiberglass covers from one of the Triumph parts suppliers, and much less expensive. I would be glad to help others with this sort of repair on their Triumph interior.

John Schilling

From: Mark [mailto:triumphlodge@comcast.net]
Sent: Wednesday, August 16, 2006 4:52 PM
Subject: RE: TRF Newsletter Articles

Lots of fun.

John Swaugers' TR6 got T-P'd.



So did Richard Good's



The Continuing Adventures Of...



Late TR Guy!

September 2006: by Bruce Clough clough@erinet.com

I broke my story about parting out a car into two sections, "**Death of a TR8**" and "**Ebay, what a wonderful place**". I hope you enjoy!

The Death of a TR8

"It's dead Jim" Dr. McCoy said to the Captain. "This TR8 has seen better decades." "Scotty" exclaimed the Captain, "Can you do anything?" "I 'cunna do anything. Captain – the lad is now beyond me Haggis to revive. Bury me pipes, where's the Saurian brandy?" "Captain, it is logical to assume that the effort and cost required to bring this hulk back to its former glory will be quite excessive to its eventual worth. May I suggest C4?" joined in the pointy-eared guy.

Okay, so Star Trek probably would not do an episode on this. Neither would Miami CIS. But I was a star player in some silly show I was inventing. The start: I found out From Mike McKitrick that Dan Stinson was selling his son's TR8.



Peek-a-Boo – TR8 Sees You. Marty Feldman Eyes!
The corpse awaiting the wolves.

History 101: Dan bought the TR8 in 1994 as a project for his son Tighe to restore. The car was not running and had a lot of rust in it. It was going to be a project when I first saw it back then.

Fast forward twelve years. Tighe has realized that he won't get around to restoring this car and it needs to go. They put it in the newspaper, Mike sees it and let's me know. I've been looking for a spare 215 drive train to put in a TR7 one of these days. I then arrange to buy the car and get it home. I had to have it as an experiment - my goal is simple – take off enough parts to turn a TR7 into a TR7V8, then sell the rest to recoup loss. At this point Alice, Bridgett, and Duncan have also bought into the vision of parting out a car, and the fact that Dad will be dirty most evenings now!

Car condition was very poor, and I think I'm being nice here.. Floors gone, rust in the quarters, one head off and lost, covered in bird poop, many parts scattered about, and many just not attached. My ingoing parting strategy was to sell local what I can, ebay the rest at a system level, then dispose of the remains via a violent Sawzall/plasma cutter session.

First we had to get the car home. I conned the family into helping me load up the loose parts on a very hot day into our SUVs. Used a few silver bullets that day. To get the rest of the car home I had a car hauler pick it up. To everyone's surprise the tires held air and the parking brake worked, so loading it was easy.

Part 1: The Gutting

The first parts to leave were the alloy wheels. Mike McKitrick wanted these for their TR7, so off to Mike they went! But to get them off took a 6 ft breaker bar - impact driver at 110 psi wouldn't budge them! Hard to believe, but true. I was hoping this wasn't a harbinger of bad times to come. I next used the time between 4 and 5 in the morning (not too early for me since I'm at work around 6) to dismantle the car piece by piece. I went for the systems, one at a time, so I could box them up as I removed them. Fortunately Dayton British Car Day provided me a lot of boxes to put dead car parts in!



Some Of The More Beautiful Parts Of The Car. Fred Flintstone Would Love It! The other side was worse! Not shown was the rust at the rear suspension mount points, the rust that doomed the car...

In general the parts (at least on the top of the car) came off fairly easily. I was expecting one heck of a fight for some things. Even the battery tray came off (I need to keep the battery mounting hardware for any TR7 I modify later) without a fight. Since I still remember talking apart the Grey Ghost (the last TR8 we had) it was a lot easier getting the car apart this time. Maybe it's because I don't have to worry about putting it back together? The parts I'm keeping include the drive train, rear axle, some electrical bits, the engine, radiator & mounts, front brakes, some suspension and a few brackets. Everything else is off to ebay or local sale. A guy I met at Dayton BCD wants the gas tank and a rear quarter – Robin's originally from England and has a TR7, he also might be coming to a few meetings now.



More Of The Interior In All It's Rust. Gaping Holes Everywhere!

It only took me about a week of wrenching 1 hour/day to get the car into little bits, and that's because the interior was already out. First to come off was all the stuff on the top side of the engine compartment. Next came the stuff from the front of the engine, then I worked backward. Brakes, suspension, came off and either went into a sale, or save pile.



The Last Time Anyone Saw The Car Alive It Was Somewhere In Spring Valley – It Won't Look Like This Again...

Once in piles, I had to clean. It simply is amazing what a pressure washer and some "Orange" cleaning products will do! Duncan also like the pressure washer – until I turned it on, then he went running and screaming. I'll have to work on that boy – not yet a true TR guy....

By a week after BCD, Saturday August 12th I had everything off the car except the drive train and gas tank, and to get the gas tank off you have to drop the rear axle. Since I had invited the club over on Sunday night to ceremoniously cut apart the remains of the body, I needed to get that drive train out!

Sidelight – at this time I ran out of jacks and car stands. I needed more, so I headed off to Harbor Freight. Say what you want about cheap Chinese tools, but the aluminum jack stands and jack I bought worked fine – I'm going to get another set of those jack stands!

Sooooo, by early Sunday afternoon I was ready to yank the engine. I took it out from above, which isn't manual procedure - they would rather you drop the subframe off with engine attached and then lift the car body over the engine. Since the subframe was already off the car that was not an option. I got out my

trust hoist and yanked the drive train off. This now meant that everything was off the car except the windshield. A bare naked body shell with terminal rot.



Engine Coming Out! Not As The Manual Would Have You Do It



Same as last picture, but with everything out!

The Dismembering

I then attacked the body to get off a couple of pieces Robin wanted for his car, using the Sawzall and a short blade. The pieces came off without much fighting, of course, you're fighting a wonderful piece of raw power, so it wasn't much of a fight anyway. Bridgett & Duncan did not like the noise, imagine, Duncan not liking noise... The cuts for the rear quarter he wanted were somewhat complicated, but the Sawzall negotiated them with ease. I hope that was a good sign for later in the day.



P
 assenger Rear Corner Taken Off For Another Car – 5 Minutes and a Sawzall. I love it!

I then got the car off the jack stands on to cheap rollers (again from Harbor Freight) and rolled it outside. All we needed now were a few people and nasty tools!



A Noble Warrior Surveys Battlefield Before Sparks Fly

I had invited Miami Valley Triumphs over for the big cutting-up event. The actual goal was to try out new

tools and get acquainted with operating them. It just happened that we'd cut up the remains at the same time. I sent out an all-points bulletin to the locals, and Mike McKitrick and Ellis Ball responded. Mike wanted to try out his plasma cutter, and Ellis his cordless saw along with his corded DeWalt unit. This would make a good comparison with my Milwaukee saw. I had a good selection of long and short blades to use. We pushed the car far enough away from the garage so fires would not be an issue, brought out the air compressor and extension cords, and had at it!



Mike Having At It With The Plasma Cutter

Mike launched first with his plasma cutter. I think the idea is that you use an electric arc to generate a plasma from a stream of compressed air. Since plasmas tend to be warm (5-6K degrees) they then just burn through the steel. Mike told us that he needed 60psi to get this going, so I gave him 90psi to ensure the sparks would fly!

And the sparks did fly, along with the molten metal.



The Shop Owners Blasting Away At The Poor Victim With A Plasma Cutter – He's cutting through several layers at the same time – Sweet!

It turns out that the plasma cutter, while very exciting, really didn't cut all that fast. It's great on clean metal, but on old rusty, dirty metal it won't make as good a connection, and the metal tended to weld back together after the cutting plasma went by, so you had to redo a lot of the cut section. Mike eventually did get the driver rear fender cut off, and it was a very neat cut, but at the same time Ellis and myself had pretty much cut apart the rest of the car. In fact, once he finished cutting the fender off he grabbed one of the sawzalls and said now he'd get some real cutting done!



More Plasma Fun!

Ellis and myself had three sawzalls to try, the Milwaukee, DeWalt, and the cordless Ryobi. All worked well. For being on a battery the Ryobi has a lot of guts, and the battery lasts longer than one might expect. It seemed the DeWalt cut a bit faster than the Milwaukee, and didn't have the annoying plastic shield that would move forward as the Milwaukee has. The long blades worked great – sometimes we were cutting up to four layers of metal at the same time.

First to come off was the front nose, then the front inner and outer fenders. Starting in was the worst part, since you didn't really know where to start. Once we ripped into it the cutting went much faster. I was amazed how fast the long blade cut through unibody box frame – like cutting through butter, and these were sections that had not rusted badly.

I thought the toughest part would be cutting off the windshield at the corners where the inner fenders, fire wall, and door posts all come together (bottom of A pillar), but the long blade went through it all. While I

was getting the windshield off Mike and Ellis were dropping off what was left of the rear section - pretty soon this was all that was left:



The Victim Is Almost Gone – Ohio Sawzall Massacre?

We decided to cut the last piece (floor boards) into four big chunks – with the help of the rust this went very quickly. Ellis tried to saw the rollers in half too, but that spoil-sport Mike stopped him before he got that far.



One last section to cut – Ellis takes the lead on the DeWalt

In a bit over an hour we got the tub reduced to bits while having a good time. Ah, victory at last. Time to pose for a victory shot – ignore the blood flowing down Mikes leg – t’was nothing but a flesh-wound!



Happy Warriors after defeating a feared foe – rusty old car

Now to clean-up. As one might guess, we threw shards of metal, albeit mostly rusty, all over the place. The sawzalls also loosened plastic bits, old loose change, nuts, screws, washers, brackets, undercoating, etc. that was all over the driveway. Out came the sweeper and Wet-Vac.



The ground underneath the victim, now just piles of rust...

It turns out others were enjoying it as well. Our neighbors came out to watch, lured by the sound and smell (the plasma cutter was setting the old paint and undercoating on fire). Alice came out to talk to them, and the kids all started playing around. I always knew, and have told people, that this is a family hobby – case closed. I also wanted to shock our closest neighbor into getting his MGB out more and driving it around. I thought seeing what happened to cars that weren't driven would give him pause and cause him to start working on it. Not sure if it worked or not. He liked the plasma cutter in action.

When we were finished cutting we had a big row of metal on the lawn:



Big Row Of Metal On The Lawn

Our challenge was to pile it up neatly. At this point, we determined that we needed pizza and beer. The Papa Murphy's pizza was good and the Harp lager cold – and thanks to Alice for both! Once fully gorged, we went to pile it up. Ended up with several piles:

- The biggest was the body pieces. We literally piled them on each other. I was a sight to see. A mountain of metal, rust, but metal.
- The second was a pile of parts that nobody probably wanted, but were not in bad shape. I would try to give these away local
- The smallest pile was stuff that just might sell. It was small!



The Metal Mountain, West Side View



The Metal Mountain, East Side View



Parts is parts!

Now to get rid of the junk, errrr, wonderful parts. I called up a junkyard the next day and had the biggest pile carted away, the charge was \$45, but well worth the entertainment of watching them load and secure

the pile on a flatbed! Doug Jensen from Kentucky took a bunch of other stuff (and gave me \$2 even as I was trying to give them back to him...) , so that leaves me with the seats...

Ebay- What a Wonderful Place!

You can sell anything on ebay. Anything. That was the premise that I went in on for selling the TR8 parts. Sure, I sold some things local, such as the fuel tank and the wheels, and Doug Jensen from Northern Kentucky picked up a whole lot of left-over parts for \$2 (he felt guilty about taking them for free), but in general I wanted to try and put as much of the shippable stuff as I could up for auction. Oh, the brother of one eBay buyer lived in Bellbrook, so he picked up another needed part without an auction and I delivered it. Sweet.

I started right away with some of the loose parts that came with the car, such as the carbs on the manifold. When this engine roars to life it will either have a 4-barrel carb on it, or a FI system, not the Strombers, so off they went to ebay the first day. That also included the stone grey new convertible top (I tried, it did not match Inca!), and several other items.

I put the items up as I removed them. Some I knew would go for a mere pittance, others, such as the air conditioning and power steering, would go for big bucks. As I said before, the goal was to cover the cost of the car, not make a profit. Other folks have chosen to derive their living from selling TR parts, and we all are glad they enjoy it. I don't really enjoy selling parts due to the hassle of cleaning, boxing, and selling, but in this case I was morbidly curious as to what I could sell!



Some of the boxes packed and ready to ship

Boxes and packing materials became an issue. I went through the Dayton British Car Day boxes fairly

quickly and I needed to do dumpster diving at work as well as have Alice bring home a few from school. I also had a huge bag of packing peanuts as well as boxes filled with packing material. I used all that up and found myself begging for used ones and going to Staples to buy bags of them. Moral of the story – if you planning on doing this fill your basement with packing peanuts.

Everything I've put up on eBay has sold to date, and I still have a few more auctions going on. My philosophy is that they go for what they are worth since, for all intents and purposes, you have an big customer base that you can assume that knows worthy and have needs. I never put a reserve on an auction, and my starting price is \$0.01. It will sell for what it's worth and I ask for shipping costs extra so I'm not out that money. Here is the current balance on the TR8:

TR8 Cost Track	
Cost	
TR8	500
Towing	68.19
Body Disposal	45
Total Cost	613.19

Profit	
Soft Top	232.5
Wheels	100
Carbs	76.55
Interior Plastic	13.1
Air Cleaner Sys	100.99
Air Injector Sys	66
Gas Tank	25
Emissions Control Canisters	26.88
Radiator Hoses	14.5
Windscreen Trim	15
Windscreen Washer	0.55
Lights	46
Hood Release	22.72
Luggage Rack	27.5
Wiring Harness	71.01
Instrument Cluster	91
A/C T-Stats	51
A/C System	154.12
Power Steering	430.51
Radiator Fans	47
Alternator	16.01
Steering Wheel	13.06

Profit	
Box-O-Parts	37
Foot Pedals	18.49
Mystery Box	20.5
Headlights	0.01
Front Struts	TBD
Trunk Lid	TBD
Total Profit	1717
Gain(Loss)	1103.8

As you can see I've made a profit on the car, at least on this paper. If you take into account my man-hour costs at my normal rate, then subtract out the worth of loosing sleep, but add in the pleasure of seeing what-will-go-for-what, I broke even – and I have a few more things to auction yet!. And as Kenny Rogers says, that's about all you can do...

I also tried another experiment. I put in a bunch of humor in the ads. Knowing the types of folks that look for TR parts on eBay, I thought that a little humor would make them more likely to look at my other ongoing auctions. I don't know that it worked, but I did get the same person winning multiple auctions as well as a lot of positive feedback on the humor – plus it made it fun to write!

Speaking of experiments, I put a bunch of the left-over stuff, mostly body brackets and nuts/bolts into a box, labeled it "the Mystery Box" and auctioned that off also. Yep, it sold also. I love eBay!



The Mystery Box

At this point I still have the front struts and trunk lid to sell. The struts are almost apart (need to take of the lower suspension arm off the struts) and the trunk lid is just sitting there waiting for a box. This leaves me with the seats – two unmatching TR7 passenger seats. I tried to talk Doug Jensen into taking them, he

thought about it, but then didn't. I might put them on a wagon for dragging the kids around in, or maybe I make interesting furniture for the music room? Naw, Alice would shoot me, and she would have probable cause! Hang loose for more If worse comes to worse.

The Email Trail

Caliper Rebuilding – Getting Old Pistons Out

This was written for Stags, but works with any Triumph:

Calipers can be rebuilt. You shouldn't separate the two halves, but it is not disastrous to do so, as some manuals say. On most calipers, the bearing surface is on the piston and not the caliper itself. This means that even a somewhat pitted caliper is not significant. If I recall, when I rebuilt my calipers, that is the way the Stag calipers work.

To do a good job, therefore, replace the pistons as well as the seals when you rebuild. Stainless steel ones are good if you can find them. I found a Dremel tool with a right angle drive and a shortened wire brush to be good for cleaning out the bores of the caliper without having to take the halves apart. It is sometimes hard to remove the pistons. The technique involves holding one in place with a clamp while using compressed air to push out the other. Then you remove the seals from the one that is out, replace it and clamp it in place and use compressed air to remove the second one. The first one should now be removable by hand.

Okay, So How About Funky Paint Colors?

From: "David M. Petika" <spook@dtccom.net>

To: <tr8@mercury.lcs.mit.edu>

Subject: Fw: [Wedge] 1981 Silverleaf Paint

Date: Saturday, October 18, 2003 3:57 PM

Go to PPG site

<http://www.ppgcarpaint.com/colors2.php> Every color for every TR7/8 is listed. Might take a little looking mine is a 1980 with Midis Gold but the web site said it is a 1979 color. I think PPG is just about everywhere.

Dave

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

From: ROVER827@aol.com

Date: Saturday, October 18, 2003 12:53:33

To: tr8@mercury.lcs.mit.edu

Subject: [Wedge] 1981 Silverleaf Paint

Listers:

My latest TR7, a silver 1981 convertible is in the body shop for a new paint job. It is the Silverleaf colour, code MME. Has anyone had any success matching up that paint? It isn't listed in any of the big paint suppliers catalogs. Those '81 colors are kind of funky.

If anyone has a source for Silverleaf, please let me know.

Thanks,

Richard Truett

Hey Bud – You Car Got Exhaust Pops? Read On!

From: "Dave Massey"
<105671.471@compuserve.com>

To: "Joe Huser" <jhuser@cnbt.com>

Cc: "TR8 List (E-mail)" <tr8@mercury.lcs.mit.edu>

Subject: [Wedge] Exhaust Pops

Date: Thursday, October 16, 2003 7:18 PM

Message text written by Joe Huser

>The symptom is that I get a pop (similar to a backfire) which sounds like it comes from within the muffler if I shift quickly from gear to gear. If I let off the gas slowly then shift, I don't get the pops. It's worse when the engine is warm but not at full operation temp. but never completely goes away. What's the best way to isolate what's causing it? Who are the potential culprits - EGR valve, Air injector, decel valves, carb mixture, timing?

Reply:

Joe, the theory I once read is that when the throttle closes at high engine speeds the manifold vacuum reaches a point where the flame front in the cylinder is not hot enough to sustain combustion and you get a lot of unburned fuel in the exhaust. When you combine this with a hot catalyst and lots of fresh air from the air injection system the fuel will spontaneously combust in the converter causing the popping you hear. In severe conditions your catalyst substrate can be damaged. When I bought my TR8 had the decel valves (which are incorporated into the throttle plates) soldered shut and consequently I had to buy replacement catalysts. I have swapped out my carbs and now have working decel valves but I still have the popping. It's not as bad as before but it is still annoying.

Some auto manufacturers, back in the 70's, included diverter valves that would divert the air from the pump momentarily when the throttle was suddenly shut. This was to deprive the system of the excess air under these circumstances and thus avoided the dreaded popping. Other techniques employed a

dashpot that would hold the throttle open a moment when the drive lets off the gas. Triumph decided to use neither of these and I assume they were relying on the decel valve to minimize the problem. I think there is room for improvement and I am working on a diverter valve that I salvaged out of a wrecking yard.

The readers digest version: the car don't like to not run.

Cheers, Dave:



Events 2006 - Bill Blake

September, 2006		
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 - 9/30	Thu thru 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

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

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

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 Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu ,

TR-7 & 8's: Ron Fowler 614-397-3685 tr8@att.net

Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member

Comedy Clips

From: James D. Franchello [mailto:james@intinfo.com]

Sent: Tuesday, September 05, 2006 10:53 AM

Subject: The Father & the Hairdryer

An attractive young woman on a plane asked the priest beside her,

"Father, may I ask a favor?"

"Of course. What may I do for you?"

"Well, I bought an expensive electronic hair dryer that is well over the Customs limits and I'm afraid they'll confiscate it. Is there anyway you could carry it through Customs for me? Under your robes perhaps?"

"I would love to help you, dear, but I must warn you: I will not Lie."

"With your honest face, Father, no one will question you." When they got to Customs, she let the priest go ahead of her. The official asked, "Father, do you have anything to declare?"

"From the top of my head down to my waist, I have nothing to Declare."

The official thought this answer strange, so asked, "And what do you have to declare from your waist to the floor?"

"I have a marvelous little instrument designed to be used on a Woman, but which is, to date, unused."

Roaring with laughter, the official said, "Go ahead, Father. Next!"

From: GaryN [mailto:Garylaptop@columbus.rr.com]

Sent: Saturday, August 26, 2006 11:46 AM

Subject: They Walk Among Us.

- Some guy bought a new fridge for his house. To get rid of his old fridge, he put it in his front yard and hung a sign on it saying: "Free to good home. You want it, you take it." For three days the fridge sat there without even one person looking twice at it. He eventually decided that people were too un-trusting of this deal. It looked to good to be true, so he changed the sign to read: "Fridge for sale \$50." The next day someone stole it. Caution... They Walk Among Us!
- One day I was walking down the beach with some friends when someone shouted...."Look at that dead bird!" Someone looked up at the sky and said..."where???" They Walk among us!!
- While looking at a house, my brother asked the real estate agent which direction was north because, he explained, he didn't want the sun waking him up every morning. She asked, "Does the sun rise in the north?" When my brother explained that the sun rises in the east, and has for sometime, she shook her head and said, "Oh, I don't keep up with that stuff." They Walk Among Us!!
- I used to work in technical support for a 24/7 call center. One day I got a call from an individual who asked what hours the call center was open. I told him, "The number you dialed is open 24 hours a day, 7 days a week." He

responded, "Is that Eastern or Pacific time?" Wanting to end the call quickly, I said, "Uh, Pacific" . They Walk Among Us!!!

- My colleague and I were eating our lunch in our cafeteria, when we overheard one of the administrative assistants talking about the sunburn she got on her weekend drive to the shore. She drove down in a convertible, but "didn't think she'd get sunburned because the car was moving". They Walk Among Us!!!!
- My sister has a lifesaving tool in her car it's designed to cut through a seat belt if she gets trapped. She keeps it in the trunk... They Walk Among Us!!!! < BR>
- My friends and I were on a beer run and noticed that the cases were discounted 10%. Since it was a big party, we bought 2 cases. The cashier multiplied 2 times 10% and gave us a 20% discount on both.... They Walk Among Us!!!!!!
- I couldn't find my luggage at the airport baggage area. So I went to the lost luggage office and told the woman there that my bags never showed up. She smiled and told me not to worry because she was a trained professional and I was in good hands. "Now," she asked me, "has your plane arrived yet?"... They Walk Among Us!!!!!!!
- While working at a pizza parlor I observed a man ordering a small pizza to go. He appeared to be alone and the cook asked him if he would like it cut into 4 pieces or 6. He thought about it for some time before responding. "Just cut it into 4 pieces; I don't think I'm hungry enough to eat 6 pieces. Yep, THEY Walk Among Us, too!!!!!!!!!!

They do walk among us, AND they are BREEDING

From: Joe Lynch [mailto:jlynch1@columbus.rr.com]
Sent: Wednesday, August 23, 2006 9:53 PM
Subject: Living Will

Last night, my wife and I were sitting in the living room and I said to her, "I never want to live in a vegetative state, dependent on some machine and fluids from a bottle. If that ever happens, just pull the plug."

She got up, unplugged the TV and then threw out my beer.
 Bitch...

Classifieds

PARTS...PARTS...PARTS -

1974 Triumph TR6 dark blue, black interior. No overdrive or hardtop. New clutch master, starter, tank sending unit, radiator and heater hoses. Rebuilt carbs and fuel pump, fresh tune up, coolant, and oil change. This car has an excellent frame but needs some body panels (included with car). Car runs but needs brake calipers rebuilt and new clutch to drive. I was going to restore this one but lack of time forces sale. \$2,500.00 Doug Braden 614-878-6373. Later this month it will be 937-834-1690

1968 TR250

1968 TR250, excellent condition, red, O.D. Many extra's, asking \$16,000, pic's available. Cleveland, OH area.

Glenn Carlino
 440-888-4335
 Tr250dude@sbcglobal.net



Buckeye Triumphs
9023 Concord Rd.
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