



Buckeye Triumphs Newsletter

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

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

Monthly BT Meeting at Quaker Steak and Lube on Monday, September 17th



The September meeting of Buckeye Triumphs will be at the Quaker Steak and Lube at Polaris on Monday, September 17th as part of the British Car cruise in. Arrive around 6:30.

TRials 2007 - Hershey, PA



6-Pack TRIALS 2007. Hershey, PA
 September 20th through the 23rd, 2007

Hershey PA calls itself the "Sweetest Town on Earth". The streetlamps are topped with Kisses and the town smells like chocolate. Milton Hershey chose the area to build his chocolate making enterprise because of the abundance of dairy farms, milk being a vital ingredient in milk chocolate.

The town was founded in 1903 and still has it's late nineteenth century charm. Hershey's chocolate making enterprise now includes a school for needy children, a zoo, an amusement park, a luxury hotel, the Hershey Gardens, and, of course, Chocolate World. Please join us.

The weekend is sure to include plenty of driving, eating, visiting, reminiscing and most of all, chocolate.

The headquarters hotel is "The Hershey Lodge and Convention Center", a three diamond resort. Registration at the Lodge includes tickets to the Hershey Museum, Hershey Gardens and the free shuttle to Hershey Park.

If you haven't registered, I'm sure that there is still time.

Editor's Corner

So many things happened this month I'm afraid I'll forget something. Let's see:

- Miami Valley Triumph's show in Dayton had perfect weather and a good turnout. Look for details in Bruce Clough's article.
- Our first "Night Drive" was a success; John Johnson has the details for us.
- Bev and Gary Nettler's Pool Party and drive was a fun (and filling) event - Howard Jefferson provides a recap (along with some safety tips) Many of these photos will be saved for the holiday party.
- The tour of Put-In-Bay seemed like a great deal of fun, Bill Blake reports.
- We had perfect weather for Eric Jones "Summer Party" - the weather was perfect and the food was fabulous.
- We had a great time at the Gillman's 50th Anniversary party (for their cars....) Greg's fried chicken machine was in full swing. If you missed this party, they will do it all again when the October BT meeting arrives.

Enough? One would think so. We are a pretty active bunch, aren't we?

Things have been busy at the Miles household. Ryan has been parting out a Porsche 944 S2, the car is now up behind the barn, and, having taken all of the parts from the "upper" portion of the car, it has now been flipped upside down for the removal of the lower side.

I've always said that there was another TR 250 on the property, and you know what, there IS. One of our lucky members has acquired this gem and will restore it to life.

As summer draws to a close, it's time to start thinking about next year. Buck Henry has served as President for 2 years, and we need a successor. I ask each of you to give this some thought and come forward if you can hold this position. Buck's done a fabulous job, and we thank him for his service.

While discussing all of this "years of service" stuff. I've been the newsletter editor since 1999, anyone out there that would like to pick up this duty, I will gladly hand over the reigns (this includes one on one training sessions) to you.

We also need to think of events for 2008. Specifically, we need to think of "money making" events to help out our coffers. I'm afraid I'm partially to blame, because I rarely keep the newsletter under 20 pages. Email the officers with you thoughts.

I'm happy to say I'll be attending the 6-Pack TRials in Hershey with Kim this month. Many from the club are attending - please join us if you can.

We have picked up several new members over the past couple months. A special welcome to you folks. Having been a member since 1999, it has been fun to see the club grow.

Well - all from me - hope you enjoy this month's issue.

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

President's Corner

Another very busy, hot, and in some cases, very wet month is now behind us. Yet it seems to have gone by very quickly due to all the Triumph related activity that took place. There were six social events during the month for Buckeye Triumph members, let me see if I can recall them all.

It started with the Dayton British Car Day. Eight cars from Buckeye Triumphs met in Hilliard and caravanned to the show. Along the way, a very nice Spitfire owned by Kevin Coughlin joined us. The Dayton show was very nice and we all had a good time.

We then had the BT August meeting hosted by Bill and Kathy Blake. The turnout was great and the food was even better. A lot of us tested our Lucas Electrics getting home that night and after all, we had to in order to prepare for the Lucas Night Rally put together by John and Kim Johnson. It was a beautiful warm night as nine

Triumphs and a TVR set out in the dark night to test our luck. As fortune would have it, all of us made it safely to Handels Ice-cream Shop near I-70 and Hilliard Rome Road. Thanks to John and Kim Johnson for sponsoring such a fun event. Make sure this is on the calendar next year.

The very next day, Gary and Bev Nettler hosted their Pool and Drive Party at their home. Again, about seven member cars and their owners showed up for the drive, the pool and the food. I haven't heard who won the Cannon Ball Contest. The next weekend saw Bill and Jennifer

Reinheimer host a gathering at their island home on Put-in-Bay Island. As you might surmise by some of the pictures going around, those in attendance had a great time. Many thanks go out to Bill and Jennifer for opening up their little home away from home to the rest of us. Finally, this past Sunday was Eric and Susan's Summer Party at their home in Delaware. Again, there were many LBC's on the lawn and much food to eat. I still don't understand why Eric parks the Triumphs on the hill!

Well, as you can see, it was a very busy month for us in Buckeye Triumphs. If you don't believe we are having fun, check out the pictures on the websites photo gallery. I have talked to members of other car clubs and they tell me they have one scheduled event, maybe, other than the monthly meeting, and here we had five, not including our meeting. Buckeye Triumphs is an extremely active club and that is due to its members who step up and sponsor these kinds of events. It also takes members who attend the events and make them so much fun. If you missed any of these events, check the calendar, which is so dutifully maintained by Mr. Blake and get to the next one. Some of us will already be there.

So, what is happening in September? On the 2nd, Greg and Ann Gillman are celebrating the 50th birthday of a couple of their cars, one of which is the TR-3. RSVP them and help them celebrate some very important birthdays. September 17th is the last British Cruise In for 2007 at Quaker Steak and Lube. Make plans to attend. We will use this opportunity to hold our September club meeting. This seems to be a short list, but it's early.

Finally, with September's arrival, it is time to start thinking about replacing yours truly as President. If you would like to nominate someone else, or if you would like to nominate yourself, please send me an email with your name or the name of the member you suggest for nomination. I will then contact that member to see if they are OK with the nomination.

I look forward to seeing you at one of the September events.

Cheers, Buck

BT Minutes

Minutes of August 2007 Buckeye Triumphs Business Meeting

Attendance: Bill Blake, Kathy Scott, Bob Mains, Buck and Mary Henry, Joe Lynch, John and Charma Huddy, Margo and Jim Washburn, Jacqueline and Murry Mercier, Jim and Gayle VanOrder, John and Kim Johnson, Howard Jefferson, Tim Swartz, Eric Jones and Susan Logan, Bill and Jennifer Reinheimer, Doug Mansfield, Greg and Ann Gillman, Kevin Eschhofen, Gary and Bev Nettler, Pearl and Dick Welsh, Bill Moine

The August 6, 2007 meeting of Buckeye Triumphs was called to order by President Mike (Buck) Henry at 8:10 pm

at the home of Kathy Scott and Bill Blake. Buck thanked them for hosting the meeting and commented on the great turnout of members on this very hot evening.

Upcoming events:

John Johnson and Joe Lynch have put together the first annual Joseph Lucas Night Rally, Saturday, August 11th leaving from Buffalo Wild Wings on Perimeter Drive at 9:00 p.m. and ending at Handel's Homemade Ice Cream on Feder Rd. The drive should take about 30 minutes. John had special t-shirts made for the event and had them available for sale at the meeting.

Gary and Bev Nettler are hosting their annual pool party on Sunday, August 12th. Arrive anytime after 11:00 a.m. to swim and eat. Gary has planned a drive which will leave around 1:00 and end up on the west side of Lancaster. Please let them know if you are planning to attend.

Bill Reinheimer reminded members about the August 18 event he and Jennifer are hosting at their place, Rock Cottage, at Put-In-Bay. Plan to arrive mid to late morning on Saturday. A cookout is planned for around 6 – 6:30 p.m. Those who stay over until Sunday are invited to join the parade that is held every Sunday that includes antique cars. Ferry schedules were available at the meeting.

Monday, August 13th, is another British car evening at the English pub, Digger and Finch.

Sunday, August 26th, is the Summer Party hosted by Eric Jones and Susan Logan at their home in Delaware.

Sunday, September 2nd, Ann and Greg Gillman are hosting a 50th birthday party at their home for 1957 classic cars. Come dressed in 50's attire and enjoy Greg's famous fried chicken.

Website: Joe Lynch advised members to check out the pictures on our website. He complimented Ann on the great job she is doing as Webmaster.

Regalia: Bob Mains has shirts available. Or, if you have your own shirt and wish to have the Buckeye Triumphs logo embroidered on it, let him know.

Tech sessions – Bill Reinheimer is interested in having one for work on his TR3.

New Members: Joe Lynch met a potential new member at the Dayton show.

Bill Moine was welcomed back after a long absence due to lots of traveling. He bought his TR6 on e-Bay in 2003 and converted it to right hand drive

Several members made it to the Dayton show. Buck commented that there was a good turnout, but less cars than last year. It was a nice location, but the layout was changed. The Triumphs were scattered.

We sang "Happy Birthday" to Jim Washburn who will turn 60 in two weeks.

John Huddy reported that Mary Harp wishes to sell her Spitfire. He asked for Joe's help in appraising the car for her.

The meeting was adjourned at 8:40. No 50/50 raffle tonight
Respectfully submitted, Charma Huddy, Secretary

Night Rally

By John Johnson

Night Rally recap

The Buckeye Triumphs inaugural night rally is a huge success. With temperatures in the middle 70's and a starry sky you couldn't have ordered a better Saturday night. Kim and I met up with Joe Lynch, Buck & Mary Henry, Bob Mains, Jim Van Order and his grandson Aran at Buffalo Wild Wings in Dublin.



Figure 1 Jim & Aran at BW3

After finishing up some tasty wings and enjoying a cold drink we made our way to the parking lot. Bruce Miles, John & Charma Huddy, Jeff & Tina Barton, Murry Mercier and Howard & Marlene Davies were already waiting. I passed out the rally route directions and offered up the last "limited edition sure to be a collectors item" night rally shirt, which Jeff Barton snagged. Kim passed out her Joseph Lucas emergency glow sticks to everyone then we headed out into the night. The GT6 led the way followed by one Spitfire, one TR3, six TR6's and one TVR. As we left the city of Dublin, the country air was just perfect, crisp and cool as we traveled along Darby Creek and headed south. Turn after turn we maintained a "spirited" pace, (as our club always does when on the way to an eating destination). I kept checking my mirror just to enjoy the sight of ten classic sports cars roaring along the rural roads and making quite a symphony of motor music. We managed to all stay together and didn't encounter any traffic on the drive, making the trek seem quicker than I thought it would be. Everyone was all smiles and buzzing about how nice the drive was as car after car pulled into Handel's homemade ice cream. Classic

tunes from the sixties and seventies flowed from Handel's stereo system as we ordered our frozen treats and mingled.



Figure 2 The cars take a break

The ice cream was delicious and the conversation was good as we ate and kicked some tyres. It was a bit of a surprise to have a night rally honoring Joseph Lucas and none of us experienced any electrical failures or blown fuses. I must say this might have been the most fun I've had on a drive. Joseph Lucas once said "A gentleman does not motor about after dark", well we proved him wrong and his ghost didn't put any of us in the dark this year. I'd like to thank my lovely wife Kim for all her help and also Joe Lynch for his assistance in planning this wonderful event. The Rally for next year will be a longer one and we are already looking at routes and maybe a few new twists. I hope to see everybody on the night rally in 2008 as I know it will be twice as much fun.



Figure 3 The whole gang

John Johnson

Pool Party at the Netter's

By Howard Jefferson



This was a rather active weekend for the Buckeye Triumphs. The 1st Annual Joseph Lucas Night Rally on Saturday August 11th followed by Bev and Gary's pool party and Drive on Sunday the 12th.

I had my in-laws over this weekend, so I was not able to participate in the night drive. However, I made sure I was going to make it for the Pool party and drive.

I arrived about 12:30 and the party had already begun. Jim Van Order and his grand kids were already enjoying the pool when I got in. There was a lot of good food and everyone seemed to be having a great time.

It was a very clear and warm day, Ideal for swimming and taking a drive. Gary and I were discussing how the additional temperature would affect our cars (mine seems to run hot). He suggested that after the drive that we could take a measurement and see if the indication was correct.



About 2:45 Gary and the rest of the drivers, Bruce Miles, Bill Blake, Murray, Ernie Harter (in his 73 TR6), Jim Van Order, and my self took off for about a 40 mile drive. We passed through Thornville, south of Glenford, and returned via Pleasantville.

When we returned, Gary pulled out his high tech laser temperature gage and began to take readings off my radiator, hoses, and engine. It just reads high.

Jim Van Order came over to consult with us on the temperature issue.

While testing the radiator temperature with his hand, Jim reached over the engine to test the radiator cap and discovered that My Little Blue car has an oversized radiator fan. At this point I must insert a note about Spitfires.

Remember Spitfires can bite!

Well, after a call for a corpsman, and some immediate first aid, we managed to take care of Jim. No loss of limb, or finger. However, he will most likely loose a finger nail and will not soon forget what happened. Nor will I.

And now, an important safety message from Gary to all of the Buckeye Triumphs:

“Proper fan blade maintenance is important to finger tip safety. Think about it.”



Our walking wounded. Note the splatter on Jim’s shirt. ☹

Island Time! LBCs at Put in Bay

By Bill Blake/Events

The weekend of August 18th saw some of our BT Triumphs land on the islands of Lake Erie. We all met up Saturday night at Bill and Jennifer Reinheimer’s Rock Cottage on Put In Bay for food and refreshment. Joe Lynch and John Johnson in the red GT6 followed Kathy and I in the Maple TR6. Bill had his red TR6 already at the cottage. Merciers and Huddy’s came over late afternoon from Kelly’s and Buck and Mary made it for evening island party. A very good time was had by all. Thanks to the Reinheimer’s for this wonderful island time!





British Car Day, 2007 and 2008

By Bill Blake/ Events

The Wrap Up Meeting for the 2007 British Metro Place British Car and Bike Show was held at my house on August 23 with some of the British Car Council attending. Chairman Tony Burgess called the meeting to order and asked for the treasurer's report which showed a loss on the show of \$(400.32). Our charity is Canine Companions; we will give them \$500 pushing the loss to \$(900.32). There is no charge for the show web site and the event site at Metro. We had 214 paid car registrations and 18 vendors. There were 59 Triumphs, 54 MGs, 24 Minis, 18 Jaguars, 13 Austin-Healeys and yes 11 Sunbeams along with odd numbers of other makes from Great Britain. Advertising was discussed; for the show this year we had free placement in the Little British Car Co. event web site, the Roadster Factory used our flyer in a mailing, the Dispatch Thursday Weekender events, and we ran a classified ad in the Dispatch under Custom, Classic Cars section for the 3 Sundays before the show at a cost of \$70.14. That ad showed my cell phone number so I could track the calls and get their addresses to add to the list for 2008. The event web site is <http://members.aol.com/BRITSatMETRO>.

If anyone knows of ways to get this event free publicity for 2008 please let our representative John Huddy know so that he can get you a 2008 press release. The largest advertising expense is printing the mailer which goes to any past participant, this cost \$450.91 plus \$173.94 for mailing and includes the poster which is also placed around town and at the current British dealers, aka MAG Mini. I have seen the financials for several shows in central Ohio

and none make money just from the gate. They have corporate sponsors, usually dealerships and others that make the show profitable. Since our British cars no longer have current dealerships this is a problem. The Dublin Visitor and Convention Bureau has promised advertising help for 2008 and Hemmings will give us one ad in their events section.

The 2008 show date is Sunday, May 18th at Metro Center. The featured marques will be Morris (60th) and Sprite.

Events far and wide.....

Bill Blake

September 9, 2007

Sterling Heights, MI. - Battle of the Brits (Visit LBCarCo and Say Hi to Jan and Jeff)

The Detroit Triumph Sports Car Club (DTSC), would like to extend a warm invitation to be part of their 25th annual Battle of the Brits (BOTB) British Car and Motorcycle Show, to be held this year on Sunday, September 9, 2007 at Freedom Hill Park in Sterling Heights, Michigan. Over the past 25 years, the BOTB has become one of the nation's premier British automotive and motorcycle events, unique for its combination of classic cars and bikes. Last year's event drew more than 375 British cars, 195 vintage motorcycles, and some 2,000 spectators also showed up to take it all in! Take advantage of the abundance of food and beverages for sale at the Park, or enjoy your own picnic lunch on the beautiful picnic grove lawn. Many show sponsors and vendors will also be on site and conveniently located on the field with cars, parts, accessories and memorabilia for sale. Awards will be presented to the top 3 vehicles in 37 Judged Classes and Participants' Choice awards will be presented in 11 Classes. Special awards will also be given to the "President's Preference", Preservation Class entries, and "Best In Show". Each vehicle registration includes a dash plaque, Goody Bag, and door prize ticket. In addition, the very popular BOTB trademark of a free event T-shirt to those who register their cars prior to September 1, 2007, continues again this year. Due to the popularity of this event, early registration is strongly suggested and appreciated. This year marks a quarter of a century that the truly remarkable quality and variety of these machines has made "Battle" a "must attend" event for all enthusiasts of England's best two, three, and four-wheeled transportation! Whether you are the owner of a classic or new British car, a vendor, or a spectator and enthusiast, you are cordially invited to attend and help celebrate their Silver Anniversary. If you have any questions, need additional information, or wish to register on-line, please see the Detroit Triumph Sportscar Club website: www.detroittriumph.org. Or, contact Terry Walters the Event Chairperson via email at:

botbchair@detroittriumph.org or his home phone: (734) 464-8149.

September 16, 2007

Erie, PA. - All British Car Gathering

The Scions of Britain (sometimes known as the SOB's), The British Motoring Group of Northwestern Pennsylvania proudly present the 15th annual All British Car Gathering, Sunday, September 16, 2007 at the Waterford Square, Waterford, Pennsylvania, 12:00 Noon to 4:00 PM. For more information contact Tom Lee (814-725-5992) or rthomaslee@aol.com. Contact: Tom Lee. Phone: 814-725-5992. Email: rthomaslee@aol.com.

October 6-7, 2007

Massillon, OH. - America's British Reliability Run

In it's fifth year, America's British Reliability Run is a challenging, but fun, driving event that so far has raised more than \$100,000 for worthy children's charities. This year, two separate 800-mile runs on the same weekend, October 6-7, 2007, will benefit two highly-rated charities. The Wisconsin run begins in Janesville and ends in Milwaukee and will help Milwaukee-based "The Center for Blind and Visually Impaired Children." At the conclusion of the Wisconsin run, teams will park their cars for an "It's OK to Touch Our Cars" car show for visually impaired children. The Ohio run, beginning and ending in Massillon, will benefit Columbus-based "Adventures for Wish Kids." Each two-person team pays their own expenses out-of-pocket and has a goal of raising \$500 for the charity. Up to 50 British cars of any marque or vintage may participate in each run. Even if you can't participate in the run, please consider supporting this effort by making a donation of any size. Because teams pay their own expenses out of pocket, 100% of your donation goes to the charity, please help support the run and it's partner charities! To register your car, donate, or read more about the run, visit the event web site at <http://www.abrr.org>. Contact: Blake Discher. Phone: 313-259-4460. Email: bdischer@blakedischer.com.

By The Banks Of The Little Miami



Who are these people, and why do they look so thrilled? Don't know? Boy do you lead a sheltered life, the kind an

old spinster would, then again, I'm getting up there in age, so maybe I shouldn't be talking...

Dayton British Car Day 2007 – Not The Full Report

Well, I think it got to 90F finally before the cloud cover came in. It was hot, it was humid, but by the end of the day we had 309 registrations for Dayton BCD. Not a record, but then again, we shouldn't be striving to set records, just to have fun.

What follows are a few on my pictures and some notes. Maybe the pictures are better than the notes, I dunno. Then again, I'm not trying to win a Pulitzer Prize...

Prep

Last year the balloting was slow, so Alice suggested some changes the week before the show and ended up heading up the balloting – a combination of the “squeaky wheel” and “railroad” effect we dubbed the “squeaky railroad”. Whoooo, whooo. That meant we had to get score sheets, and process, developed, printed, and cut out, all just a couple of days before the show. Fortunately for us the home printer did not crap out, like it did while I was typing this. Never get a cheap combo unit... Anyway, by Friday night we had the cars packed, shined, and most leaks plugged. We also picked up 10 bags of ice to bring along, very important on a hot day!

Show

Since we were taking two cars, and since we had two kids, I woke up Bridgett to come with me (thought was she might be more useful in set up than Mr. D, which is a correct thought). Man, you would have thought I was committing a grievous crime! It took some work, but I did get her out of bed, ice packed into ice chests and trunk of car, and out the door by 7 AM.

By the time we got to the park there were quite a few folks already there setting up. The coffee was on and donuts on the way. I spent the next hour getting the PA up, tables moved, and tents up. I also ran into Doug Braden who sold me a TR6 heater for the Stag – more on that later. I also saw the Whites in action:



The Whites Polishing Up The Car In The Premier Class Row. Cheesy Grins Extra.

What a tag team – clean car, clean people, well maybe... Anyway, by 9AM we had a lot of registrants already on the field even though registration wasn't officially opened! Cars started pouring in! Alice arrived with Duncan & I spent the next few hours doing odd jobs for folks, chatting with old & new friends, finding car parts (for others) and generally walking my legs off!



I've Not Seen These TR3 Aftermarket Options All On One Car At One Time. Not My Taste, But Would Be Popular At Some Cruise-Ins. Gentlemen's Clubs Come To Mind...

Cars? Lots of them, many nice – the Cobra kit cat belonged to a guy I used to work with – we dubbed it “the eternal project” – glad to see he finally got it together! The MGB/GT “rod” was interesting since he had details on getting custom radiators built, and the crew from Georgia with the Dolomite Sprint, 2000 Sedan, and Stag were handing out drinks and food – bonus! Saw John Ewell from Indiana and his not-so-normal TR3B. I noted a lot of folks from Columbus (thanks for coming folks!) & chatted a while, and I also saw a lot of Miami Valley alumni, and even

Claire Ellifritt brought out Wally's car (it's for sale - \$12K – call Claire) for the show.



Behind The Scenes Look – Shirt Tent And Phil' Butt. Glorious.



Behind The Scenes View – Chef's Cooking. Don't Worry, We Think They Wash Their Hands...



Yep, That's Phil Again – What A Mike Hog. You'd Think He Was The MC Or Something...

Right after 12PM I headed on over to count ballots. Alice's new system was put to the test, and work it did – we had all the ballots counted well before 2PM. It then took another hour to write down info on the winners & cross-check to ensure no screw-ups. We took down some lessons learned to shorten that next year.

Right after that, Sharon (who used to be married to Steve Baltes) showed up to say hello – we've not seen her since 1992 – with her current husband Ron (who also likes cars). Nice to see her and meet Ron!

Winners

Both cars won in their class – Inca took an Award of Excellence in the TR7/TR8 class, and the FrankenStag won the Stag Class. I know Inca is a nice car, so having it place is normal, but the FrankenStag is just not normal. Evidently folks have a sense of humor – thanks folks!



This Is What It Looks Like When You Win A Best In Class Trophy. That Ron Parks Guy Has The Camera And Skip Is Hoping I Don't Run Him Over....

After

Clean-up went fast – maybe 30 minutes we had everything down, packed up, and ready to go – but we spent another 20 minutes gabbing, oh well.

A tip of the hat to the Balls who invited the club to their pool afterwards – felt excellent in the hot late afternoon. Good tradition we're keeping, it is.

Errata

Wally's Car For Sale – Claire Ellifritt is selling Wally's Small Mouth TR3. Price is \$12,000, down from \$15,000.

TRA 08 – The Plans

No Longer TRA National Meeting Coordinator – whooo! Let the party start. In the end, I thought I really wasn't used very much by TRA over those years, more in name than

anything else. Now it's time to watch others have fun, and I've already started this for TRA'08, which will be at the Sawmill Resort up near Cedar Point next June. You should be able to reserve rooms soon; when they become available I'll let you know.

The schedule has reverted back to the "do your own tours on your own time" format, which I think is not good, but hey, not my show – a bar debate sometime. That means I will be using that time to form our own tours to local establishments, shops, and interesting points to visit. Stay tuned....

Tales Of The FrankenStag



Well, survived Dayton British Car Day. Won an award – not sure how that happened! Now that I got that out of the way – on with the modifications! Whaaa? You thought I was done? No way – still too many things not quite right. And it starts behind the dash!

The Need To Modify

I don't need a good reason to modify something, just ask Alice, Let's see:

1. FrankenStag has had at least three, if not more, owners that have made modifications
2. Behind the dash it looks like spaghetti – there are wires going everywhere, there are wires cut and going no-where
3. Some fuses in the original fuse box are not used while we have added fuses
4. There are added relays, connections, and switches put in odd locations
5. We have a A/C heater box that takes up a huge chunk of real estate behind the dash, but we don't have no stinkin' A/C

Five. Enough reasons to tear back into the car after a winning outing at Dayton BCD '07. What fun! Who needs sleep? Time to fix this stuff. Bob the Builder, move over!

Step One – Heater Box .

The heat exchanger in a Stag with A/C is quite a bit larger than one without A/C – added cold air matrix, two fans, big fat air hoses, and multiple cable controls. Since it's parked in the middle of the dash everything has to go around it and it's a hard thing to work around.

All I need is heat – the A/C is long gone and I don't plan on replacing it.

So for a heater I have several options:

1. Find a Stag heater-only box, which is somewhat smaller than the A/C heater box.
2. Buy an aftermarket "hot rod" heater
3. Use something else.

I went with Door #3. Stags shipped to the USA had A/C normally, so finding a heater box this side of the pond might be a chore. Aftermarket heater boxes that I'd use start at \$179 and need modification anyway. Used TR6 heater boxes can be had for \$40 in decent shape.

That's right – TR6. I was thinking of TR3, but they are expensive for decent ones and besides the TR6 units have decent blowers on them, and eyeballing them they seem to fit where I need them to .

So, where do I get one? Ebay? Tried, got out bid on several. Hmmm, what about local? Called Doug Braden – he's got a few, and he's coming to Dayton BCD as a vendor. Sweet. Doug brought two heater boxes and I got to pick the best for \$40. Bonus.

I went with what I thought was the newest box (based on Smiths part number) , and rebuild/modified it. Didn't need the fresh-air take-offs at the top – blocked them off. Mount will be different from the TR6 top-mount – off came the top. In fact, since I'm not going to use the fresh air intake (I don't get fresh air anyway thanks to the hood scoop) I can mount this like a TR3 heater! Fresh coat of black paint and away we go!



No, it's not stock, but at least it Triumph – does that make it OEM?

I had to add a couple of mounting brackets, but I didn't want to fasten them until I could mock-up on the car how it would mount. That meant it was time to yank out the old heater & A/C matrix box.

Easier said than done. The Stag manual read essentially like this:

1. Remove everything behind the dash including the dash.
2. Drain Coolant.
3. Remove Heater Box

See how easy that is. Since I had to go back in and rebuild the wiring harness and fuse system anyway all that stuff might as well come out. It turns out ripping it apart was easy; all the bolts came out, all the wires unplugged. Only thing that fought me was some of the things going through the bulkhead. some of the heater hoses. But, even with it being easy, there was so many things that one has to pull off that it took me a few solid hours of work to get everything off (in one piece, not ripped up or broken).



Dash Off – Look What A Mess I found!

Behind the dash was just a mess – spliced wires, unused tubes & wires, tape falling off, and the dash being taken up by that huge heater box. I found several cut and scraped wires, on a fat wire on the purple circuit, which would have made nice shorts! Shouldn't let the smoke out that way. Basically we had modification on modification on modification.

Time to simplify. First thing was to reduce the wires lying around. Since there is no A/C and half the other circuits aren't used, there is a lot of wires that can be eliminated. Eliminating those wires freed up 4 fuses with enough connectors for 8 protected wires in the circuits, so that meant I could get rid of one of those extra fuse blocks I put in the engine compartment. Of course that meant I had to rewire the engine compartment, or at least the firewall harnesses, and this time I wrote down what I did.

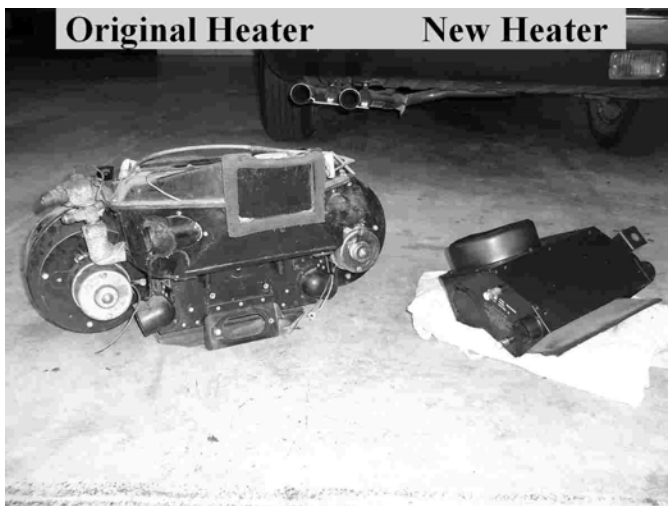
Moral of the Story: *If you make modifications, write down what you did, not for the next guy, but yourself. Memories aren't all they are cracked up to be.*

Time to drop the heater – it came out without a fight...weird.



Heater Yanked – Actually It Was Easy – Making a Mess Is Fun! Oh, That Wiring Looks Like A Headache!

A quick comparison of the original with the new heater box showed simplicity is nice. One third the size, a lot less controls to worry about, and it weighs about a quarter of what Big-Bertha does. I blocked off the fresh air vent since the new heater will recirculate inside air (how TR3ish of me). Oh, I found two old mice nests doing this. I was wondering what was making that noise in the blowers...



Old Heater, New Heater. New Heater Takes About A Third The Size. Any Questions?

Heater box installation went easy. The only issue I had with installation of the TR6 heater box was the water inlets and outlets ended up on the other side of the heater from the holes. This meant that I had a lot more heater hose to run – I bought 10 feet at NAPA – you should have seen the look on the salesman's face! You'd think nobody came in and bought that much, I bet it happens all the time.

Step 2: Electrical System

The electrical system was next. Time to right this mess since I helped create it!. I had already gotten rid of a bunch of wire, now to finish the job. The mods I made were:

- Turn Signal Flasher in relay box – remounted the flasher next to the relays under the passenger’s side of the dash. This was stuffed under the driver’s side so you hear a “click”. No click now, so folks are just going to have to yell at me to turn off the signals. Now to buy an electronic one for the hazard flashers.
- I had room for the flasher in the relay box since I took out the wiper delay (wasn’t connected when I got the car), the ignition relay, the blower motor relay, and the seatbelt buzzer (anyone want it?). I eliminated several of the relays I stuffed under the dash and used the ignition relay as the new radiator fan ground relay (for manual operation).
- Removed about a mile more of wiring. I went through each circuit and figured out the wires I needed, and eliminated the ones not used. This left a pile of more wires on the floor. I also shortened quite a few wires since they didn’t have to go around that behemoth of a heater box anymore. This meant I had a few splices to make – I use either the shrink-wrap crimp splices, or I solder and use shrink wrap. Either way this kept me busy for several hours, especially since I had to feel my way around prior owner mods, and this time I wrote down what I did!
- Reused fuses in original fuse block (circuits that were removed, like A/C) to eliminate one of the fuse blocks I put in the engine compartment as well as gobs of wires to feed them. Much simpler looking in the engine compartment and under the dash.

In the end I ended up with plenty of good left over electrical stuff for the Christmas Party Auction (MVT Tradition). I tied down the cables to keep rubbing down, and used some cable wrap in exposed places. It looked like progress, which is the opposite of Congress.....



New Heater In Dash Along With rebuilt Wiring Harness – That Was A Lot Of Work!

Step 3: Dash

Next thing to do was to start putting the dash together. I made a decision that I wanted to get a glove box again as well as move the cigarette lighter (aux power plug) to the dash. This meant I had to do something with the radio and switches I had there in place of the original glove box. I also wanted to get rid of the ugly panel I put under the dash for the power window and interior light switches. But where to

put it? Hmm, no Stag heater, no vent function, so out came the center console vent and in went a switch panel, covered with a vinyl that matched the car color.



New Switch Panel - Who Needs Stinking Vents? Notice I Kept The Original Window & Light Switches

The toggle switches are all lit so you know when something is on. Now to get a plaque made up that says what these switches are! I know, but others need to.

Staring at the instrument cluster, it was time to fix this. Duplication and ugliness. I mounted the idiot light cluster back in it and took out one of the voltmeters. I also got rid of the non functional brake warning light and the non functional rear window heater switch, the wires to run these having been corrupted by a prior owner. Off came the high temp light – another thing not working, and I got rid of the hazard flasher switch light (like I don’t know where that switch is...). I then modified the instrument cluster wiring harness so it was using the right number of the right wires to do its job, writing down what I did. I probably got rid of another mile of wiring. I also switched the instrument lighting to LEDs rather than bulbs – something I’m gradually doing all over the car. Prior to this I decided to cover the less than stellar dash wood with more of the green vinyl. Result looks very “roddish...”



New Instrument Cluster - Same Basic Configuration as the first, Just A Lot Less Wires!

Now to work on replacing the idiot light bulbs with LEDs – since they don't make LED lights in that miniature screw-in base I'm going to have to build my own, which is why I bought a spare cluster off ebay...

Where the glove box was a CD player is, or I should say was. I had yanked that to put in a home-made glove box – now to put some gloves in it. Next to it I put in two aux power plugs and arranged a stereo jack so the output of an MP3 player could be fed into the amplifier. I left in the clock, but I re-did the panel behind it in vinyl. I put back in a short control cable for the heat/defrost selection. As much as possible I used green, or green paint. I've got the theme going...



The entire Dash – Not Quite Stock...

When I attached the battery – okay, I cheated, I used the battery charger limited to 2 amps at first, then 10 amps. Learn not to burn if I managed to get wires crossed. Where was I – okay, when I hooked up power everything worked except for the oil and ignition idiot lights. A case of a mis-connected wire and burnt-out bulb. Besides, that all worked – more skill than luck, at least this time.

So, by the end of all this FrankenStag had strayed even further from “stock” and clearly into the “rod” category. I tried to reuse as much as I could, and even kept the new heater box in the Triumph family. However, I will be labeled a blasphemer for the dash if nothing else. I don't have to worry about concourse... I need to do something with the idiot light cluster to make it fit the theme better, and I still need to get some heater vent tubing...hey TR6 guys, have any around....

Side Journey

This was a “while-you-are-at-it” kinda thing. I've been going to replace the throttle and kickdown cables and their mounting brackets for a long time. They look very “just-ripped-off-the-Safari-van-and-modified” – which they are. Since I had to take the dash apart it was very easy to get to the gas pedal top, and rewiring of the left passenger bulkhead left more room to maneuver there.

So...got out my trusty Summit Racing catalog and ordered cables and bracket kit made by Lokar. Everything was

easy to install except for the kickdown cable into the tranny. Everything is in the way of everything. Ended up dropping the exhaust header on that side. Neighbors heard me discuss what I wanted to do with the bubbas the did the engine install. I did not cuss (we have kids now), but I used more eloquent words for the same thing. I finally got it installed, but not before spilling a quart of ATF on the floor. It needed washing anyway...

Looks fine and works well, and is a lot easier to adjust than the stock cables

Triumph Sightings

I was driving through Hammondsport NY, close to the TRA'07 location, and right on the square there was a TVR, Spitfire and TR6 parked in the shade – and from the looks it was day-long parking for local administration type. Drive your LBC to work day?

Not an LBC, but I did pass a SmartCar on I-86. Ought to be called SmallSmartCar, or PhoneBoothOnWheels, it is small, as per smart – maybe if all you have to transport is two people, or maybe just you and your cat... It does 65 mph though, at least this one did...

Bellbrook Lions Club Car Show

I got the dash back together in time to get the Stag to the Bellbrook Lion's Car Show, part of the Bellbrook Lion's Festival, on 18 Aug. We drove both the TR7 and Stag to the show. This show started off small, but has continually grown. The great weather helped things, and they had a turn-out of 130 cars, a new record. You get a good mix, from old Hupmobiles to the latest rice rockets and everything in between. They hand out 40 trophies, but even with that many the Stag and Wedge didn't stand a chance with so much restored muscle. We did win a couple of door prizes, and got dash plaques – oh, we also ran into Dick Smith and the raffle MGB.

Did I mention the Lion's Club does a good job with the food also? If you want to – pencil in the third weekend in August for next year's festival.

Notes from Members

From: Joe Lynch [mailto:jlynch1@columbus.rr.com]
Sent: Tuesday, September 04, 2007 10:30 AM
Subject: Rules

Bruce, I snatched this off of a motorcycle list, and adapted it to us:

Credo for Triumph Mechanics

- Stock parts are always best — except occasionally when they're not
- Always fix the problem as well as the symptom
- The only way to really find out if something is better is to try it yourself
- Just because something makes sense doesn't mean it's right
- Changes are as likely to be tradeoffs as improvements

- Nothing is believable until you've made the same mistake yourself
- Even if you cut it twice it will still be too short
- Don't fix it if it ain't broke — unless you know it's going to break anyway
- A big problem is easier to find than a small one
- No easier or cheaper approach is ever the best way
- Wrenches are brain tools, not hand tools
- Rarely does anything work out the way you want if left to chance
- Maintenance is almost always easier than repairs — and costs less too

And for your friends and automotive acquaintances along the way who wonder why you don't just drive a Miata, just remind them that the best is rarely the most popular.

From: Howard TJ [mailto:howardtj43147@yahoo.com]
Sent: Monday, September 03, 2007 3:18 PM
Subject: Labor Day Parade

Cub Scout Pack 256 out of Pickerington participated in the Labor Day parade this morning. About two dozen cub scouts on bikes took the lead and I took up the rear in my Spitfire.



There was a cruise in earlier in the parade, with one replica MG. No other British cars were there. Since my son will be moving up to Boy Scouts next year there is a good chance I will participate in that portion of the parade. Perhaps, we can get a bunch of the club members there next year.

There was one car that caught my attention.



I guess the driver could never guess if he was coming or going.

Take care,
R/
Howard

From: Joe Lynch [mailto:jlynch1@columbus.rr.com]
Sent: Sunday, September 02, 2007 10:55 PM
Subject: If I was a Simpson

Do you know what you'd look like if you were a Simpson character ?

Find out here:

<http://simpsonizeme.com/#>

Joe Lynch

Editor's Note: Here's Joe



 Pickerington Cub Scout Pack 256 Car wash,
 18 August 2007.

Or,
 How my Spitfire spent the day.

By Howard Jefferson



Cub Scout Pack 256 could not have picked a better day to have a car wash. The purpose of the wash was to raise funds to help the boys attend Camp Lazarus in the spring. The “free” car wash was for donations, some ranging from only a few dollars and others upwards of \$20 per car.

We started about 10 am in the Kroger Market Place on Route 256 (Hill Road) and Refugee.

I, of course, brought my Spitfire and had it prominently displayed with the boys while they screamed and jump for attention. I also spent the first few hours helping (IE YELLING AT THE TOP OF MY LUNGS) to get attention with the boys and drive customers to the wash area. It might have had the opposite effect, driving them away.

At one point, I saw a yellow MG with a couple drive by. Then a few minutes later, a red 74 TR6 drove up.



The lady driving it was from Canal Winchester and was coming in to get groceries. We spent several minutes talking about our cars and the Buckeye Triumphs. I did not have an application, but I had a business card with the club name and my email address. I hope that she will call.



Shortly after 1 PM, I took the Spit off the front line and drove it over to be washed. I had to wait a bit, but eventually it got its turn. So the question begs to be asked. “Just how many Cub Scouts does it take to wash a Triumph Spitfire?”

By my Count, Maybe a half dozen (or more). It was one of the few cars that they could almost do the entirely without adult help (we had a BMW Z3 come in, but the adults were all over it).

We had a rather good day. When we wrapped it up, sometime after 4pm we had raised over \$700 for the Pack though we did not get a count on how many cars went through.



Oh, and my car was washed.

From: Jacqueline or Murry [mailto:trsixer@yahoo.com]
Sent: Tuesday, August 28, 2007 9:22 PM
Subject: TRBits: Search for a TR3

TRIUMPH Enthusiasts,
 Mary Henry asks if we can help Dale in his search for a TR.
 Murry Mercier
 Buckeye TRIUMPHS

From: COOK, DALE <dcook@kent.edu>
To: mhenry1453@aol.com
Sent: Fri, 6 Jul 2007 10:25 am
Subject: tr3

Hello Buck,
 I'm looking for a recent frame off restored black w/red tr3a or b. Please contact me if you know of one available. 330-990-2794 dcook@kent.edu.

I'd really appreciate it. I have a solid 59 that I was going to restore but decided to have a good look around for one already completed.

Thanks,
 Dale

From: John [mailto:johnjohnson@columbus.rr.com]
Sent: Saturday, August 04, 2007 9:29 PM
Subject: Funny lookin kid



Fixing the Spit/GT6 stance

I'm not personally a big fan of the nose up and sagging rear end. Let me clarify that last statement, I'm speaking of cars, specifically the Spitfire and GT6.



Figure 4 Before lowering

Now as you can see from the first picture there is a big gap from the top of the tire to the wheel arch lip. The car looks as if it is going uphill all the time. A fellow Buckeye Triumphs member whose name I won't mention (Joe Lynch) said "It looks fine leave it alone". That is until he drove the car and said "My God, I can't see over the dash!" Kim had said the same thing so I knew the issue had to be addressed. I called Eric Jones at Riverside Motors (Your Triumph headquarters) and had him order me Victoria British's front lowering springs. Shortly thereafter the springs arrived and I was ready to install them. After removing my stock springs and comparing them to the lowering springs, there was 3 inches difference in height. I figured that should do the trick and put them in and bolted everything back together. Even before I put the jack down I noticed that the spring was so short that it would not reseat on the shock when you let the jack back down unless you held it in place.



Figure 5 Big gaps at top of the shocks

The first thing I did was post this on the NASS e-mail forum, figuring somebody had dealt with this before. Andre Rousseau, whose opinion I respect, said he has lowering springs and he has to do that exact thing i.e. hold them in place when letting the jack down. This was no big deal but

my concern was if the front end got light during hard driving or hit a pothole the spring could be dislodged while driving and this could be catastrophic. Carter Shore mentioned that I could buy some “tender springs” to go on top of my springs. I had never heard of tender springs but he said they were flat wound weak springs that sit above your main spring and keep it in place, but that they would raise the ride height by one inch. Raising the ride an inch would defeat the springs so I went with the other option which was to use steel wire to hold the top of the spring to the turret. The only time the wire would do anything was when all the weight was off the front of the vehicle.



Figure 6 Wired springs

Once the springs were properly wired and the car was rolled out off the garage it was immediately noticeable that the stance was just how I wanted it, Perfect! Now a Spax shock with the adjustable spring seat would have saved me all this trouble but at \$138 each and the fact I already have Koni shocks made \$3 worth of wire the deal of the day.



Figure 7 Perfect stance

The top of the wheel arch went from 25 ½ inches off the ground to an even 24 inches. So if you want to lower your Spitfire or GT6 just buy the springs but be aware that you need to tie them in place or reseal them after jacking up the car.

John Johnson

From: Bruce Clough [mailto:clough@erinet.com]

Sent: Saturday, August 18, 2007 3:36 PM

Subject: Information on Next Spring's MVT Spring Tour - book now!

I'm sponsoring a tour to Holmes County the weekend of 25-27

April next year for the Miami Valley folks. If anyone in BT or COCTRA would like to join us for a while they certainly are welcome.

Bruce

Subject: Information on Next Spring's MVT Spring Tour - book now!

Okay Lorna, we're moving ahead on this.

Since getting hotel rooms around Holmes County can be hell if you don't do

it well in advance, I'm planning for the Spring Tour well in advance. Dates are 25-27 April, that's right, 3 days. We ain't farting around this time!

More details:

We leave on Friday and get back Sunday. We are leaving on Friday since Sunday in Holmes County most places are closed and we don't want to spend half the day on the road getting there and only having a few hours to tour.

We are going to make Coshocton our base camp the first night, at the Coshocton Village Inn & Suites. My guess would be leaving Friday from the Dayton area 1-ish, maybe noon - plan to take vacation if you are working - we are. All day Saturday will be touring the Amish areas in search of the perfect thing for the house you don't need. Saturday night we will be at the Comfort Inn in Dover, OH. A bit cheaper than Coshocton and very nice accommodations. We will be back late Sunday after stopping by parks and local attractions. A railroad is not out of the question.

I'm also going to start on the fall tour for next fall. I'm thinking Spring Mill Park in Indiana. More details as I invent them...

Bruce

From: John [mailto:johnjohnson@columbus.rr.com]

Sent: Monday, August 20, 2007 6:03 PM

Subject: Name that caption

Sometimes a picture comes along that really captures a persons spirit. This is one of those shots capturing John and Murry relaxing at Put in Bay. Submit your best caption for the picture to Bruce Miles at bmiles@intinfo.com and the winner will be posted in the next newsletter.

Turn the page to see.....



John Johnson

Here is what we received:

<p>Mark Uhlig</p>	<p>“Ahhh laddie.....nothing like answering the call-of-nature in a lake.” “Aye, you be so right, mate. And we’re not use’in our hands either, eh?” Statistics have shown that “1 in 6” people know where to find Corona beer. May you be so fortunate to run with the right “Pack”. “Deep down they realized they could no longer deny the fact they had come to a point in their lives where they were ready to buy a rubber-bumpered MG.” “Studies have shown most men are the happiest right after having sex. These guys are no exception.”</p>
<p>Todd Bermudez</p>	<p>Have you seen this beer?? Says the Scottish Terminator "Seriously, we have no idea where the lake is??" " I thought it was pudding bay??" "DrunkCo...so easy a Scotsman can do it" Or perhaps "Scotco, so easy a Scotsman can do it" "I told you there were no serpents up here...never mind...keep drinkin!" OK, this isn't very PC, but I had to send it to you cats... "Sittin' at the Loch with a gay"</p>
<p>Gary Nettler</p>	<p>Braveheart and Mary, Queen of Scots</p>

	share a beer.
Bruce Miles	<i>By a combination of violence and sarcasm, the Piranha brothers, by February 1966, controlled London and the Southeast.</i> Oh my - I think it's Elton John and KiKi Dee
John Johnson	Time has not been kind to the "Bay City Rollers" Aged scotch ?
Howard Jefferson	The FBI's witness protection program at work. We use to do this in the Navy: Start a line that goes no where, then see who gets in it.
Joe Lynch	Loch Mess The reason why there are immigration laws. Lake Eerie !

Your Votes???

From: Jacqueline or Murry [mailto:trsixer@yahoo.com]
Sent: Monday, August 20, 2007 7:34 PM
Subject: Re: Name that caption

Lest you think that that was the only photo needing a caption, check this one out...



J n M

From: Todd Bermudez [mailto:red_tr250@yahoo.com]
Sent: Monday, August 20, 2007 6:21 PM
Subject: Re: Name that caption

Awesome pic...perhaps the next Corona commercial waiting to happen!

Here's a couple...of course without any permission what so ever!



Todd

Events 2007 - Bill Blake

September, 2007		
9/17	Mon	Monthly Business and Social Meeting at Quaker Steak and Lube
October, 2007		
10/8	Mon	Columbus Day (Fed)
10/15	Mon	Monthly Business and Social Meeting
10/31	Wed	Halloween
November, 2007		
11/4	Sun	End Daylight Saving Time
11/5	Mon	Monthly Business and Social Meeting
11/6	Tue	Election Day
11/11	Sun	Veterans Day
11/12	Mon	Veterans Day (Fed)
11/22	Thu	Thanksgiving (Fed)
December, 2007		
12/25	Tue	Christmas (Fed)

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

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: GaryN

Sent: Wednesday, August 15, 2007 7:11 PM

Subject: FW: 9 WORDS WOMEN USE

1. 1.Fine : This is the word women use to end an argument when they are right and you need to shut up.
2. Five Minutes : If she is getting dressed, this means half an hour. Five minutes is only five minutes if you have just been given five more minutes to watch the game before helping around the house.
3. Nothing : This is the calm before the storm. This means something, and you should be on your toes. Arguments that begin with nothing usually end in fine.
4. Go Ahead : This is a dare, not permission. Don't Do It!
5. Loud Sigh : This is not actually a word, but is a non-verbal statement often misunderstood by men. A loud sigh means she thinks you are an idiot and wonders why she is wasting her time standing here and arguing with you about nothing. (Refer back to #3 for the meaning of nothing.)
6. That's Okay : This is one of the most dangerous statements a women can make to a man. That's okay means she wants to think long and hard before deciding how and when you will pay for your mistake.
7. Thanks : A woman is thanking you, do not question, or Faint. Just say you're welcome.
8. 8. Whatever : Is a woman's way of saying F#%@ YOU !
9. Don't worry about it, I got it : Another dangerous statement, meaning this is something that a woman has told a man to do several times, but is now doing it herself. This will later result in a man asking "What's wrong?" For the woman's response, refer to #3.

Classifieds

FOR SALE

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



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

FOR SALE

Chuck Davis 1972 TR6

Pimento Red, new tires (with around 1,000 miles). Chuck has a new interior (complete) for the car that needs to be installed and miscellaneous other parts.

Asking price: \$3,000 - Call Chuck at 740-335-8159

Mary Harp's Spitfire FOR SALE

Mary Harp has decided to sell her Spitfire. John Huddy and I went over and looked at it on Thursday night. Here's the note that I posted about it on our Spitfire list.



OK, here's a great deal for someone. A lady in our local club has decided to sell her Spitfire. It's been in her family for 18 years. I went up and looked at it tonight, and here's what I saw - 1972 Spitfire Mark IV, Pimento red (resprayed sometime along the way), black carpet in good shape, tan seats and door panels, good chrome bumpers. The frame looks straight with no rust through that I could see. Very small rust spots on the rocker panels. It started right up, but I had to keep the choke pulled out to keep it running. I took it out for a little drive and it seemed to run well. Brakes OK, a little grinding going into second gear, all electrics seemed to work, no knocking or smoke from the engine, new exhaust, clutch slave, starter.

Now the great part....there are tons of brand new parts that go with this car !



They have been collecting parts for years, with the hope of a full blown restoration someday. You can't believe the amount of stuff that's there. There is a ping pong table with hundreds of unopened boxes of parts on it, along with

another pile on a separate table. There is probably somewhere between \$4000 to \$5000 worth of new parts. Some of the things that I saw were: Lucas alternator, floor pans (both sides), rocker panels, windshield, radiator, convertible top, tonneau cover, brake drum, brake hoses, brake master, brake shoes, carb rebuild kit, clutch kit, bearings, 2 exhaust systems, fuel pump, gasket sets, several sets of shocks, all sorts of suspension parts, moldings and assorted seals/rubber parts, water pump, and the list goes on and on..... All of these parts are new, and still in their original boxes with part numbers and labels still on them. There's also lots of tools - Hub puller, spring compressor, colortune, Haynes manual, bearing pullers, etc.

She doesn't want to sell the parts separately, she wants everything to go at one time.

The car is located here in Central Ohio. I have some photos available that I can e-mail to interested parties.

Here's a great chance to get what appears to me to be a solid car, along with enough parts to build another car.

I have no financial interest in this car, but I have agreed to assist her in finding a buyer. She just doesn't want lots of lookers, questions, phone calls, etc. I will field the initial calls and e-mails, answering as many questions as I can, and then turn serious buyers over to her. I feel that she is looking to get \$5000 to \$6000 for the whole lot.

I thought that I'd give NASS'ers first crack at this car, then if there are no takers, she may go the Ebay or Craig's List route.

Joe Lynch Columbus, Ohio NASS #236 (614) 444-1519

FOR SALE

From: Bruce Clough [mailto:clough@erinet.com]
Sent: Saturday, August 18, 2007 9:44 AM
Subject: TR3 For Sale

Looking for a project? Larry at 260-273-2740 has a TR3A (62000's number) in the midst of being put back together. He's got the chassis done, is mostly done with the body, and has got the drivetrain partically complete. From what it sounds he has significant sweat equity in the car. He lives south of Ft Wayne and wants to find it, and lots of spare parts, a good home. His asking price is \$6500.

Parts Wanted

From: Kmbriegel@aol.com
To: clough@erinet.com
Subject: TR3 Windshield

I am contacting you from the Chicago area. I am seeking the windshield glass for my 59 TR3. I know that I can get an aftermarket glass but I am trying to find an original with the Triumph logo in the glass.

If anyone in your area has a glass that they would like to sell I would be very interested.

Thank you for any assistance you may be able to offer.

Sincerely,
 Ken Briegel
 630-362-6072
kmbriegel@aol.com

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