



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

[www.BuckeyeTriumphs.org](http://www.BuckeyeTriumphs.org)

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**EDITOR'S CORNER**



I want to start out this newsletter by saying thank you to everyone who has been contributing articles, pictures, jokes, etc. for the newsletters. Each time I start to put together the next newsletter, I get this worried feeling that there isn't going to be enough material. But every single time you come

through. In fact, we have so much content that maybe the title "newsletter" is a misnomer. With the various articles, pictures, etc., it really is becoming more of a mini-magazine (absent the ubiquitous male-enhancement pill and Harbor Freight advertisements that you see in most automotive magazines nowadays). So what do you think, should we christen this with a new name? If so, what would you suggest?

I also have to say that the content of what you have been sending is great. I think it was our past president John Johnson who said that the club is what you make of it. The same goes for our newsletter. The caliber of content you are providing has made it a wonderful product with which I'm honored to be associated.

And speaking of content, wait until you read this month's President's Corner. Don turned the reigns over to his wife Carole. And based upon what she wrote, I'm requesting that Don have Carole write more articles!

Carole's article reinforces a truth about this hobby of ours – its ability to bring people together and allow them to form instant bonds. I was reminded of this while attending Michelle's high school reunion this past weekend. We were sitting with a fellow classmate of Michelle's and her classmate's husband. He and I started out with a little chit-chat, the normal "What do you do for a living?" and "Where are you from?" Then we hit the topic that changed everything – "What was that? You said you are restoring a MG Midget?" Needless to say, our conversation never went back to normal chit-chat. It wasn't until we had dove into the finer details of reading car wiring schematics that our wives informed us it was time to move onto other topics! Which we did... only to find out that we also own early 2000-year model 5-Series BMWs! Cars – the true social lubricant.

John VanNorman

**PRESIDENT'S CORNER**



Before I knew my wife, Carole, there was another man in her life ... and her family's. The following is her story that I hope you will find as interesting as I did.

**Sports Car Legend Bob Johnson and My Family**

I grew up with sports cars and racing as an integral part of my childhood and yet never attended a single race. The connection to sports cars and racing came through one of my Dad's best friends, Bob Johnson, known locally as the owner of Johnson Industrial Catering (you have probably seen the catering trucks) and known nationally for his SCCA success in driving both Corvettes and Cobras.

Dad and Bob became friends sometime in the mid-1950s. Dad eventually became Bob's financial planner while my mother did the bookkeeping for the catering business. We saw Bob frequently, either when he delivered his books to my mom weekly or when we tagged along with Dad on trips to Bob's office. During his racing years, when he stopped by the house on Thursday evenings, he would regale us with his racing stories.

Bob Johnson purchased his first Corvette in 1958 and began racing shortly afterward. The official records show him as a Novice coming in 4<sup>th</sup> overall at Dunkirk on May 31, 1958, and first in his class (B / Production). A year later he won the May 31<sup>st</sup> race at Dunkirk and by the end of 1960, he was a veteran with 1<sup>st</sup> place finishes at Waterford, Lime Rock, Meadowdale, Road America, and Watkins Glen.

Bob's race car number of choice was "33," and according to our family lore, he picked that number because we had latched onto "33" as our family lucky number and it just might bring him good luck as well. Whether that is fact or legend, Bob raced with that number in more than 34 separate races and in many different cars including his Corvette, his Cobra, Team Shelby Cobra and GT350, and a Ford Mustang. The first record of him driving a #33 car is on May 4, 1959 at the SCCA Nationals at Pensacola. To this day, our family still considers the number "33" to be our lucky number – note that my license plate is CO 33.

Occasionally, Dad and my brother went to the races as part of Bob's crew and other family members tagged along to watch. My brother still has an original Cobra hood ornament and crew pin from that time.



Our first family photos of Bob's racing are from July 1960 at the SCCA Nationals at Lime Rock, Connecticut. My aunt, uncle and cousin all joined my Dad for this race with Bob winning in B / Production class with the Corvette. Apparently my aunt thought the car needed a little spot cleaning.



The following month at the SCCA Races National Sports Car Races at Montgomery, New York, Bob again won. My cousin was with my dad and they had the thrill of experiencing the victory lap with Bob in his #40 Corvette. Bob locked up the National B / Production Championship that year in Daytona in November.



By 1963, Carroll Shelby's Cobra Racing Team had started to make in-roads into SCCA racing and it was evident that they would soon be providing stiff competition for the Corvettes and Bob really wanted one of those new cars. So at the Sebring race that spring, Bob convinced Carroll Shelby to sell him the Cobra (CSX2026) that Dave McDonald had crashed in the race. Bob and his mechanic, Tom Greatorex, rebuilt the car from the chassis up and Bob was competing in it 2 months later at Marlboro. By the end of 1963, Bob had won the A / Production SCCA National Championship in his blue and white #33 Cobra.

Racing legend has it that Carroll Shelby was not very happy with this upstart Bob Johnson regularly beating the Shelby Team in another Cobra, commenting that "it was embarrassing for the factory to get beat by an independent". So in 1964, Bob became an official member of the Shelby Cobra team and once again won the SCCA A / Production National Championship.

As part of the Shelby team, Bob's race horizons expanded and he competed at races such as the 12 Hours of Sebring, the Riverside Grand Prix, the Hoosier Grand Prix, the Canadian Grand Prix at Mosport, the 24 Hours of Le Mans and, of course, at our own Mid-Ohio race track. His team mates included Dan Gurney, Dave McDonald, Tom Payne, Phil Hill, and Dan Gerber (as in baby food), all racing legends in their own right. Dave McDonald was a particularly close team mate. From Bob's stories over the years, we all felt like we knew these people. I remember watching the 1964 Indianapolis 500 where Dave was killed in a terrible accident and feeling like we had personally lost a friend.

In February of 1965, Bob was teamed with Tom Payne in the #12 Cobra for the 4<sup>th</sup> Annual Daytona Continental race in a Shelby Cobra Daytona Coupe, but the car had engine troubles and didn't finish. Bob did compete as the third driver in the #13 car, which finished 2<sup>nd</sup> overall, 1<sup>st</sup> in

GT. The team of drivers for this car included a female driver, Jo Schlessler. The next month, Bob drove the #14 Cobra Coupe at the 12 hours of Sebring with Tom Payne and they finished 7<sup>th</sup>. Only a handful of Cobra Daytona Coupes were ever produced and are today worth a small fortune. Bob Johnson is in the light blue race suit.



One of our favorite race memories is from the summer of 1965. Dad and my brother both accompanied Bob to St. Jovite, Canada for the Labatt 50 Mont-Tremblant race on July 4<sup>th</sup> and then drove overnight to the make the SCCA National Lime Rock race in Connecticut the next day. Bob had both the Shelby #33 Cobra and the Shelby GT350 with him, finishing 2<sup>nd</sup> in the Cobra in Canada and finishing 4<sup>th</sup> (1<sup>st</sup> in B / Production) in the GT350 at Lime Rock. Dad brought the Cobra back to Ohio on its trailer while Bob handled the GT350. Close

to home the trailer blew a tire and we took possession of the Cobra overnight at our house. Our dog, Flair, proudly assumed guard dog duty in the driveway. Notice the flat tire on the trailer.



Bob raced for Carroll Shelby through 1965 and into 1966. He then went on to drive a Ford Mustang with Tom Jaeger, and, in 1967, he raced for Hap Sharp and Jim Hall as a member of the Chaparral team. In 1968, he drove a Camaro for Roger Penske in the 24 hours of Daytona teamed with Mark Donohue. That same year he was teamed up with Bob Tullius and two other drivers for the 24 Hours of LeMans, driving something called a "Howmet TX." The car didn't finish the race and Bob never had the opportunity to drive.

Bob always lived life "large" and was legendary for his generosity. There are stories about him providing lunch for all of the SCCA folks at Mid-Ohio – serving something like 500 pounds of potato salad and over 1,000 hamburgers.

Personally, my entire family experienced his generosity on regular basis. Shortly after Bob started racing, he had his mechanic, Tom Greatorex, build a toy motorized Corvette for my brother who was 8 at the time. I'm in the driver's seat.



When Don and I were married in 1970, our wedding gift from Bob was all of the food and the champagne for our wedding reception. The wedding, which was in Kent, Ohio, was a sit-down dinner for 250 people. He trucked all of the food from Columbus to Kent including the five-layer wedding cake. He repeated that effort two years later for my sister's wedding, which fortunately for him was in Columbus.



Strangely enough, I don't know whether Bob ever knew that I bought an Austin Healey Sprite when I was in college. He actually drove a Sprite in one race at Marlboro in 1965. And while many of my architecture classmates at college, including Don, were really into sports cars, I suspect my attraction to them is based to some extent on my childhood memories of Bob and his racing.



Carole Olshavsky

**ANNOUNCEMENTS AND NEWS**



MARK YOUR CALENDARS!

**BUCKEYE TRIUMPHS FOURTEENTH ANNUAL HOLIDAY PARTY**

Will Be Held

SATURDAY, JANUARY 25, 2014

6:30 to 10:00 PM

SPAGHETTI WAREHOUSE

Details and meal prices will follow at later date

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**December B&S**

December 2, 2013

Don and Carole Olshavsky will be hosting the December B&S at the Shawnee Hills Iacono's. 9303 Dublin Road, Powell Ohio.



**Triumph Register of America National Meeting 2014 Update**



From our colleague Bruce Clough at Miami Valley Triumphs:

As announced at TRA 2013, the 2014 TRA National Meeting will be at Deer Creek State Park near Mt. Sterling, OH – just a bit southwest of Columbus – on June 11-15. Miami Valley Triumphs is excited to be hosting this on TRA's 40<sup>th</sup> Anniversary and has brought it back to Ohio for a wonderful birthday celebration. We have set up a website, [www.miamivalleytriumphs.org/tra2014](http://www.miamivalleytriumphs.org/tra2014), which has meeting information such as agenda, hotel details and will also have on-line registration and payment available.

Deer Creek is a wonderful park and lodge nestled in rolling farm country with an excellent road network which we plan on taking full advantage of. Our motto for the 40<sup>th</sup> Anniversary TRA Meet is "Drive, shine, & drive!" - with a plethora of moving events before and after the Concourse, so you'd better polish up on your rally skills as well as make room in the boot to bring things back!

The lodge at Deer Creek is a modern, 110-room operation with several different types of rooms available, many with picturesque views of Deer Creek Lake. The lodge boasts indoor and outdoor pools, multiple sports courts, game room, full service restaurant and bar, gift shop w/Starbucks as well as many different meeting rooms and large banquet halls. The parking lot is huge and there will be plenty of parking for tow vehicles and trailers. The cost will be \$103 per night for a standard two-queen-sized-bed room, somewhat more for lofts and suites. The lodge's web site is: <http://www.deercreekstateparklodge.com/>

Lodging reservations can be made now 800.282.7275 – mention Triumph Register of America national Meeting to get into the block of rooms. Registration is currently not open, but we are planning on having it up on line soon as well as the usual mail-in forms early next year. The on-line registrations will be a first-time thing for TRA. We tried it out for our local British Car Day this year and it worked well with many positive remarks.

Events? A varied lot: multiple tours, rallies, and Early Morning Runs (EMRs) as well as tech sessions and the old favorites, such as welcoming BBQ and The Auction, all designed for fun. Expect to drive, expect to have fun, expect the stuff memories are made out of! If you have any questions call me at 937-238-4962 or email me at [bclough@woh.rr.com](mailto:bclough@woh.rr.com). Thanks & see you there.

## Buckeye Triumphs at the 2013 Dublin Irish Festival



(Love that kilt Murry!)

## Member Dick Welsh in Delaware



(The following is an email Don Olshavsky received in response to the club's article about gearbox lubricants)

Greetings Don,

I enjoyed your article on "Gearbox Lubricants". I realize the article is probably 10 years old based on one of the article updates, and perhaps Triumph owners have since found suitable off-the-shelf gear lubes for their vehicles, but the Castrol Hypoy GL-4 that you mentioned can be found in limited quantity on eBay.

I stumbled upon your article while searching for a Castrol GL-4 for my own application. Seems it was discontinued in the US at some point.

I don't own a Triumph. I own a 1967 VW Beetle. The old VWs use a transaxle, which further complicates things because the chosen gear oil has to be good for both the hypoid final drive, as well as provide correct lubrication for the transmission, without being too harsh on the "yellow" metals. My Bentley service manual recommends a GL-4 Hypoy gear oil, yet the VW forum, as well as many other car forums, are in heated debate over the merits and pitfalls of GL-5, MT-1, and synthetic vs. conventional oils. I wasn't convinced that any of the off-the-shelf oils were the right match for the VW transaxle. All the other greases, motor oil, and brake fluid on my car are made by Castrol (I am brand loyal), so I became even more persistent in my search to find a Castrol GL-4 gear lube to be complete, and be able to sleep better at night knowing I used the right stuff.

I eventually found what I was looking for and a 5 gallon pail will last my lifetime for the limited miles I drive the car. Here is a link to the short supply on eBay (**CASTROL HYPOY SAE 80W-90 API GL-4**), for those in your club that are interested (specifically, those for which the spec applies):

[http://www.ebay.com/itm/CASTROL-HYPOY-SAE-80W-90-API-GL-4-Gear-Oil-5-Gallon-Pail-/151144455564?pt=Race\\_Car\\_Parts&hash=item2330e95d8c&vxp=mtr#shpCntld](http://www.ebay.com/itm/CASTROL-HYPOY-SAE-80W-90-API-GL-4-Gear-Oil-5-Gallon-Pail-/151144455564?pt=Race_Car_Parts&hash=item2330e95d8c&vxp=mtr#shpCntld)

Regards,  
Steve Ranzinger

## MEETING MINUTES

### Business Social Meeting 7:26 P.M. April 1, 2013

City BarBQ, Reynoldsburg, Hosted by Allen & Karen Burtis.

- 1) Don Olshavsky opened with a thank you to Allan & Karen Burtis for hosting the meeting.
- 2) Don introduced the BT officers for CY 2013: Allan Whisler, VP, Murry Mercier, Sec., Bill Blake, Treas., Jason Pigg, Events Coord., John VanNorman, Newsletter Ed., and Ann Gillman, Web Site Admin.
- 3) Jason reviewed several up and coming BT events and requested that we check the Web Site ([www.BuckeyeTriumphs.org](http://www.BuckeyeTriumphs.org)) regularly for details .
- 4) John VanNorman requested photos and recaps on tech subjects for inclusion in the Newsletter. He reported that he is working on more connectivity between the Newsletter, Web Site and U-Tube information sources.
- 5) John Schilling reported that he is working to consolidate orders for regalia clothing on the web for ordering from Concept Wear. He welcomes ideas for items and designs.
- 6) Next meeting at the Bogey Inn on Glick Rd. May 6, 2013
- 7) Adjourn :8:10 P.M.

### Business Social Meeting 7:09 P.M. May 6, 2013

Bogey Inn, hosted by Buck & Mary Henry

- 1) V.P. Allan Whisler opened with a thank you to Buck & Mary Henry for hosting the meeting.
- 2) Treas. Bill Blake reported that we have 84 members.
- 3) Jason reviewed several past and up and coming BT events and requested that we check the Web Site ([www.BuckeyeTriumphs.org](http://www.BuckeyeTriumphs.org)) regularly for details.
- 4) Next meeting at Doug & Eri Mansfield home, June 3, 2013
- 5) Adjourn: 7:27 P.M.

### Business Social Meeting 7:43 P.M. June 3, 2013

Home of Doug & Eri Mansfield

- 1) John VanNorman opened with a thank you to Doug & Eri Mansfield for hosting the meeting.
- 2) Bill Blake reported that The British Car Show had 161 cars including 28 Triumphs.
- 3) Congratulations were extended to Bruce Miles for winning BEST OF SHOW at the British Car Show for his TR250
- 4) Jason reviewed several past and up and coming BT events and requested that we check the Web Site ([www.BuckeyeTriumphs.org](http://www.BuckeyeTriumphs.org)) regularly for details.
- 5) Next meeting at City BarBQ, Sancus Blvd, July 1, 2013
- 6) Adjourn: 7:54 P.M.

### Business Social Meeting 7:06 P.M. July 1, 2013

City BarBQ, Sancus Blvd., hosted by Jason Pigg.

- 1) Jim VanOrder reported that he and Murry Mercier visited the Spaghetti Warehouse as a potential site for the January BT Holliday party. Discussion ensued. It was agreed that Jim would reserve the open date of January 25<sup>th</sup> for the party.
- 2) Jason reviewed several past and up and coming BT events and requested that we check the Web Site ([www.BuckeyeTriumphs.org](http://www.BuckeyeTriumphs.org)) regularly for details.
- 3) Next meeting at the home of Steve & Debbie Isaac, August 5, 2013.
- 4) Adjourn: 7:25 P.M.

**Business Social Meeting 7:06 P.M. August 5, 2013**

Home of Steve and Debbie Isaac.

- 1) Don Olshavsky thanked Steve and Debbie for hosting and commented that we had a great turnout and lots of good food.
- 2) Introductions were made around the room for the benefit of two new couples, Gale and Ann Barnes and Rich and Marilyn Vance. Both couples were warmly welcomed.
- 3) Congratulations were extended to: Joe Lynch and Robyn Purje on their upcoming wedding in November; Bill Blake and Kathy Scott on their wedding anniversary on August 5<sup>th</sup>; and Bill and Jennifer Reinheimer on their 25<sup>th</sup> anniversary August 6<sup>th</sup> and the renewal of their wedding vows.
- 4) Jim VanOrder reported that he and Murry Mercier recently went to the Spaghetti Warehouse to check it out and make arrangements for the January 2014 holiday party which will be held there.
- 5) Recap of recent events:
  - Dayton show August 3<sup>rd</sup> – congrats to Bruce Miles and Jason Pigg on their awards
  - Pittsburgh Vintage Grand Prix – July 19<sup>th</sup> and 20<sup>th</sup>, Jason Pigg went
  - Joseph Lucas Night Rally – July 27<sup>th</sup>, Winners – Greg and Ann Gillman 1<sup>st</sup> place, Jim and Gayle VanOrder 2<sup>nd</sup> place, MaryAnn and Ron Edwards 3<sup>rd</sup> place.
  - Scioto Park - British Invasion Concert – July 28<sup>th</sup>; Don O. drove one of the musicians up to the stage in his TR3.
- 6) Upcoming events:
  - Riverside Motors Summer Party hosted by the Central Ohio British Car Council – August 11<sup>th</sup>
  - Drive to Yellow Springs lead by John Schilling – August 24<sup>th</sup>
  - Quaker Steak and Lube Cruise In – August 26<sup>th</sup>
  - Put-In-Bay races - August 28<sup>th</sup>
  - September B&S meeting – Tuesday, September 3<sup>rd</sup> at Wholly Joes (Tuesday after Labor Day)
  - 6-Pack TRials - Traverse City, Michigan September 19-22. Those attending are leaving on the 18<sup>th</sup>. Bruce Miles has mapped out a route; the group will be staying in Holland, MI, on the 18<sup>th</sup>.
  - October – date not yet determined for drive to Amish country.
- 7) Treasurer Bill Blake said we are doing well and have plenty of money. The last check we received from City BBQ was \$90. When we have meetings there, City BBQ donates back to us 25% of the sales from our group.
- 8) John Schilling, regalia coordinator, said that from now on we will pre-order all of our items so that there will be no inventory to keep track of. He showed us how our new shirts will look with a larger logo centered on the shirt. Previously, there was a smaller logo in the upper left on the front of the shirt and a larger logo on the back. John had order forms which he distributed and had color charts available for reference. We must have at least 25 items ordered, and paid in advance, to place an order.
- 9) The meeting was adjourned at 8:45.



## EVENTS RECAP

### Pictures from 2013 6-Pack Trials

From Don Olshavsky







## Drive to Amish County

By Jason Pigg

Photos by Jason Pigg and Greg Gillman

It was a chilly Saturday morning. During the week before the big day, I loaded the car up with tools, checked the fluids, and decided to put the top up. I sure am glad I put the top up before-hand, since it took me about 20 minutes! I have to assemble the top's frame and then roll the top over the frame, then attach the top to all four sides of the car. I also blocked the radiator to keep the car warm for the big day.



The day of the drive I got up early and started the car and took off. I threw my camera gear in the car and headed to the starting point in Johnstown. I got to Johnstown, filled up with petrol and parked on the street waiting for others to arrive. I was setting up my GoPro camera and got my SLR camera ready. I wasn't sure who was going to show up except I knew the Gillmans would be there. One by one, the British cars rolled in. First a TR6 then a Jag E Type. Then two Minis and another TR6. By the time we started we had 3 Healeys, two Triumphs, two Minis a Jaguar. Two new Minis and a Kia followed.

The route: we took 62 all the way to route 514. Part of 514 was closed so we took a detour that worked out pretty well. When we got to Lehman's Hardware we met another old mini that drove down from Akron.

The store: we took about a hour and half walking through the store. They have everything from wood burning stoves to kids toys. I bought jelly and jams and a few other goodies. I like to get my mom some candles and jams for her English tea.



(An Amish gentleman being passed by “the English”)

It was a great day and want to thank everyone that showed up from all the clubs. The Buckeye Triumphs, the Austin - Healey, and the Mini club. If you were not able to make it then there is always next year. There was a surprise guest at the hardware store. I met Uncle Bob, Bruce Miles uncle.



(Jason Pigg found his next ride!)

Lunch: we decided to drive to Charm Ohio for lunch. We went to Chalet in the Valley. The Gillmans recommended it and it was tasty. We walked across the street for some homemade cheese. I bought some of course and again it's for my mom. She likes cheese and crackers with her English tea.

Home bound : everyone split up to go their own way home and then there was just me and the two old minis. We decided to go get lost and just head in the direction on home. We found some great small Amish travelled roads. We ran into to two cows that were blocking the roads. We were able to sneak by without any trouble. We saw tons of buggies and everyone was very friendly. We made it to Danville for a fill up and started to smell the cars. As you already know the roads are travelled by horses and these horses leave presents on the roads. We found a car wash and hose all three cars off for 2 bucks. I did the hosing while the other two drove the cars in and out. We headed out and again took another side road and drove to Mt Vernon. There we split up to head our own way home.



## By The Banks Of The Little Miami – July 2013 / TRA 2013!

By Bruce Clough



I was wondering under which heading I should write about the sojourn to TRA National Meeting this year. Let's see, the TRA Technical Advisor driving a significantly modified Stag with Alice driving the TR7. **Early TR Man?** No, not really driving an Early TR, but I was going to a TRA meet. **Late TR Guy?** Well, not really, and if I used **Tales of the FrankenStag** It would miss the point of the TRA National Meeting.

So I dragged this title back out from a five-year hiatus. This was the title I used when the article could have any focus. I originally called it **Somewhere Southeast of Dayton** loosely based on the "Somewhere West of Laramie" column I had seen in Old Cars Weekly, but I changed the name since I really like living in the Little Miami River Valley.

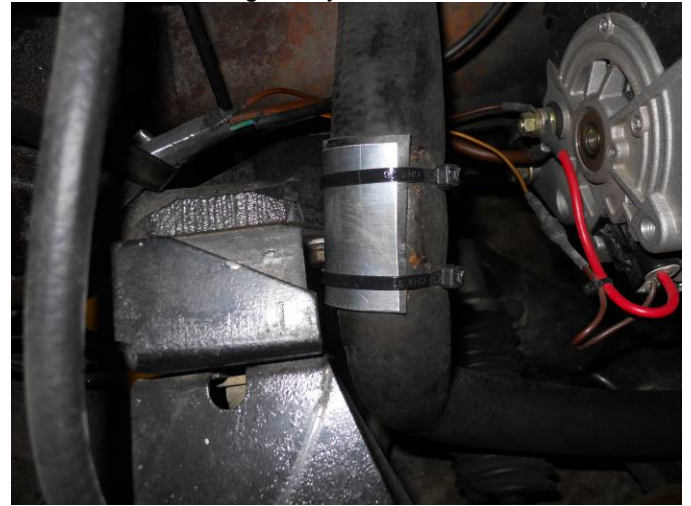
*Anyway, I digress.*

TRA 2013. Kenlake State Park Lodge on Kentucky Lake in Western Kentucky. We drove through this area travelling to TRA 2005 (the infamous overheating FrankenStag tour) with the Stag and the TR7, and we are doing it again. As a matter of fact, we went south to Murray, KY, just so Jeff Slaton, the organizer of this year's meeting, could join our caravan to Branson, MO, and that is where he joined TRA if I remember right. We are hoping for less theatrics from the Stag this year (we'll see). As we've been broadcasting for several months we are taking three days to get there, and two to get back, for a drive that you can do in a day even in an old Triumph.

## Prep

Hmm, jumping in a couple of cars not driven much since winter. Maybe I should prep? Good thing I did since I noticed a few things on Alice's TR7.

First of all, the bottom radiator hose can rub against the right motor mount. Not good for long term health of the hose, so about 10 years ago I put a rubber shield around the hose, well, it's about rubbed through, so it's time to replace, and this time I added a piece of sheet aluminum to the outside. This should get us another 15 years, or so, the hose will be gone by then!



Another 15 Years

Second of all the JBN Weld plugs I made for the TR7 intake manifold when I put the SU carbs on it (about 15 years ago), plugging all them nasty smog-gear holes, were "weeping". Reminds me of a filling going bad after all these years – you need to plug it. I took out the JB Weld plugs, threaded the holes, and screwed in metal plugs. Case closed.

***Tech Tip – if you hate to have to worry about reconnecting the solid-bar linkages between SU HS6 carbs when they are off you can do what I did – just take some long nylon ties and tie them together so they come off as one piece, and go on as one!***

## Packing

Every year we try to pack less. I think we really did it this year – we managed to get clothes for four for over a week into four medium-sized soft bags. Okay, so we had an extra bag or two for shoes and toiletries, but the cars were not "stuffed" with stuff, and we had plenty of room for things we picked up along the way.

*We would need it.*

We also cut back on the spares being taken along. Since both cars were running TR7 engines I left many engine and electrical parts at home. Hopefully they will not be needed!

## Day One: To Kentucky!

As usual, we met at Tim Hortons. Donuts and coffee, what is better?



Indeed – what is better?

But this time it was a bit different – we had a send-off crew – Ben (the Chuck and Chris White's son) and the Allisons waved goodbye as we headed south, okay, we headed across Business 35 past Walgreens.

Also found out that the dreaded carb starvation is back. Dreaded Carb Starvation? I had this with the red TR7 where after the car was ran for a while, after you shut it down and let it sit it would start and run, but after 20 seconds one of the carbs would stop working for a little while. I attributed it to heat soak issue with one of the float bowl valves. Since I sold that car I wasn't worried so much.

Forgot that these carbs were rebuilt by Apple Hydraulics also – and now they do the same thing. I'm really thinking that I need to rethink about who rebuilds my carbs. Like the olden days maybe I should just have the bodies reshafted and do the rest myself.

*But I digress.*

After a few hectic seconds where I was wondering if I should beat the carbs with a hammer everything returned to normal and we headed south to Ripley for lunch. Parked along the river, had a sandwich and some ice cream, and then headed west to the Augusta Ferry.

We've seen this ferry in action quite a few times while visiting Augusta, but have never taken it – we took it. Living on the wild side and whatever. The ride across was uneventful, but Chuck was concerned his parking brakes would not keep the 4A out of the Ohio so he stayed in the car until the ferry ride. Kids loved the ferry ride! So did we – smooth river and quick crossing for only \$5!



Lunch in Ripley – use your imagination and think that once there was a nice sandwich in there!

Once across we blew through Augusta and headed south. Thought about stopping and saying “hi” to George Cloony's mom, but only for a minute since the parking was tight. Headed south on KY19 about a half mile until we got to the Baker-Bird winery.

This is a wonderful winery that has good wine and food tasting. We stopped by there last year on a run and said we'd visit again – and it was a good thing we did since they now have an bourbon oak-barrel aged Cab Franc that is wonderful too. Bought a bottle. Of course when we left we hit rain.

*Rain?*

We had noticed the rain on radar heading this way since we left Xenia, actually thought it might catch us before we crossed the river, but finally hit us, and hit us hard, as we headed down toward Lexington. Good news is, the Stag didn't leak, that much. Compared to a TR3 we were in heaven.

We wanted to get to the B&B for the night, but before we did we wanted to stop and try a place that's been on Food Network's “Diners, Drive-Ins, and Dives”, Wallace Station just a little west of Lexington. Food was good, but maybe not quite a good as one would suspect – but you got a lot of it – ask Chris about her salad.

From dinner to the lodging took us through some big horse farms, and a gorgeous drive. Ah, the Run for the Roses and gazillions of bucks, and nice fences. Nice fences with nice horses and barns behind them. That night we stayed at the Montgomery Inn, a B&B on the south side of Versailles, KY. Kids watched some original "Pink Panther", mom and I watched some more Food Network and I sat down to write some of this out. Bed was comfortable and I fell asleep right away.



**Cute Kid – Duncan found the Jacuzzi tub at the Montgomery Inn right away!**

## Day Two: Bourbon& Jail

It rained like you-know-what that night! Woke me up at one point. Although little got into the FrankenStag the day before, that night was different. Water in the trunk got a few things wet, but maybe we were lucky, methinks that is the first time in the almost ten years we've owned that car that it was in that heavy of a rain. Got some trash bags from the B&B and we were ready to go with our improvised dry bags.

The Montgomery Inn was a decent B&B, bed was okay, Jacuzzi was great, but, but, the breakfast was fantastic. I could write about it now, but your mouth would just water too much, just ask me about it sometime :-).



**Breakfast – yum!**

(Notice so far the pictures are of kids and food, not cars – you have to get your priorities straight!)

After the morning bout of rain passed by we headed west. Today was the Bourbon Trail tour – a chance to hit up a few distilleries on the road towards TRA 2013. We wanted to visit Wild Turkey, Four Roses, and Maker's Mark, and I even found a winery! Actually there are a lot of wineries around, but most of them are not open on Monday, still hung-over from the weekend I suppose.

The first distillery we visited was Wild Turkey, which sits high above the Kentucky River – you can see the barrel warehouses (where the bourbon is aged) miles away. Since this is the first distillery of the day we took the tour. This took an hour and I think was worth it.



**Duncan riding the Wild Turkey! Yeehaw!**

Yep, not quite sure of what our pastor or Duncan's teachers would make of this, but he needs education on demon liquor....

I suppose the best part of this is the taste testing at the end, which was pretty good, but even better was the turkey call I found in the gift shop - precious! Should be able to use this for nefarious purposes!

From there we headed to the Four Roses Distillery. We didn't take the tour, but we did tag on to the end of the tour to do the tasting. By this time we were taking little sips since total booze consumption per person was well over a shot, maybe two, in the last two hours. Need to be safe out there folks.



Horseshoe Bend Winery – Banjos Close

Maker's Mark was next, but to get there we had to pass by the open winery. Open winery? Yep – most Kentucky wineries are open on Sunday, so Monday is their day off, except for Horseshoe Bend. Horseshoe Bend Winery is somewhat off the beaten path, okay, way off the beaten path. Down a road that went from two lane asphalt, to one lane asphalt, to one lane gravel, to one lane gravel with weeds growing on it. Yes, I did hear banjos, but that's okay, I can handle banjo players. But the wine was good – every bottle was extremely drinkable. In fact, they supply wine to a few California festivals!

Back on the road to Maker's Mark the skies let loose again as we skirted severe thunderstorms, but no water got in. Beautiful! To get to Maker's Mark we were actually following an app on my phone available from the Kentucky Bourbon Trail folks, it linked to the iPhone maps app so you could use it as a GPS, and boy, did it take us over some great roads to get there! And once there, we quickly got to the gift shop, got in line, and dipped out bottles!



Alice dipping at Maker's Mark – expert in one dip! Note that you have to be 21 in Kentucky to do anything!

Now I can say we've waxed a Maker's Mark!

From there we headed north to Bardstown. Our lodgings for the night was the old jail that is now a B&B. We got to stay in a converted cell in an 1812 jail. How cool is that? Stan Seto met us there and actually stayed in a cell that still looked kinda like a cell. How natural!

Repeat - yes, we stayed at a jail! Stan got an actual jail cell still pretty much decked out as an actual jail cell!

## Day Three: Bourbon and holes in the ground

Another great B&B breakfast – stuffed French toast, and then we headed out for one more distillery – Willett. Bought a bottle there just because the shape was neat! Turns out I really like the smooth taste of this bourbon!

*But remember, don't drink and drive.*



"Lodging" in Bardstown





Duncan checks out Stan's room



Kids accommodations were ample at the inn

From Willett we headed southwest to Mammoth Cave National Park by roads less travelled. The folks in the caravan got to hear me talk about bad signage a few times, but in general we made it to the park in one piece. Been by Mammoth Cave a gazillion times but never stopped. Stopped this time. The goal was to take a short tour, have some lunch, and then head on to Kenlake, but all the short tours had been sold out...so we took the two-hour tour.



1812 Tavern in Bardstown where we had dinner- right next to the jail, so we could stumble home before being locked up!



Had you been here earlier you would have seen the stuffed French Toast we had for breakfast at Bardstown

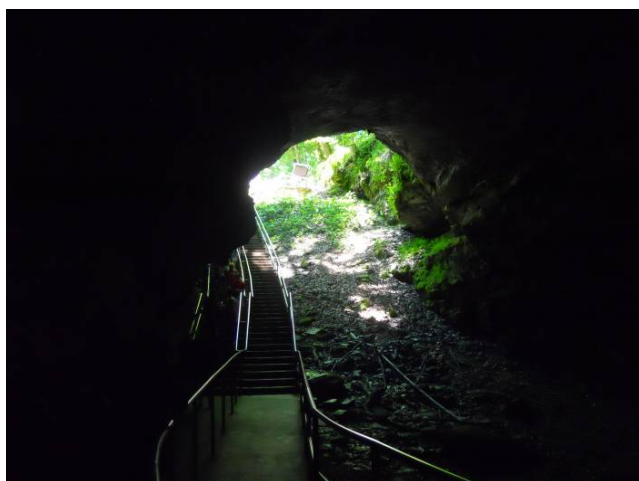


No Evils at Willett Distillery

Glad we did since the tour was great! No bats, but a lot of dark recesses and cool temps. Forgot it was almost 90F outside until we got back up. Had a good lunch at the park and then headed to Kenlake.



Richard, our Mammoth Cave Tour Guide



Deep decent in Mammoth Cave



Kenlake State Park Lodge – We arrived!

The ride to Kenlake was another three hours over decent secondary roads (once we got off I-65 that we took around Bowling Green). Scenery was great. Arriving at Kenlake we could see that we were not the first TRA'ers there – noticed the Rosen's TR2 and a few more Maryland folks had already arrived. We got unpacked and headed to the lodge restaurant for dinner.

***Note on Kenlake – The Land Between The Lakes was formed when the Tennessee and Cumberland Rivers were dammed near where they enter the Ohio river. They are very close together there and the lakes (Lake Kentucky for the Tennessee, Lake Barkley for the Cumberland) kinda cut off a section of land between them that was made into a National Recreation Area. Kenlake State park sits on the western shore of Lake Kentucky, so it's on the west side of the Land Between The lakes (or LBL for short)***

The restaurant at the lodge was to be our bane for the next few days. It's not that the food was bad, actually it was okay, it's just that the attitude of many of the staff was very W.C Fields-ish ("go away kid, you bother me..."). We had to ask for menus, ask for more drinks, etc.



The only surviving picture of the Kenlake Restaurant we have, there is a reason...



Another shot of Lake Kentucky



Kenlake Planter

After dinner we found some of the other TRA folks and caught up with what was happening as well as went out in the parking lot and talked cars. Great time had by all!

## Day Four: Leisure

Wednesday - nothing on schedule today for TRA. Nothing on schedule, but there are a lot of TRA cars out in the parking lot. This is one of the reasons I scheduled events on Wednesday for TRA 2014 since I know folks come early. Anyway, I think this day will be known as a regrouping day.



Impromptu tech session at Kenlake – as usual we all stand around and pontificate rather than help...

The first thing we did was to eat breakfast. After the dinner the night before we probably should have known it was going to be interesting, and it didn't disappoint - no menus, mixed-up service, and a lassie-faire attitude by the wait staff made it interesting. We ordered off the menu rather than the breakfast bar, and the food was pretty good, which made up for the service, maybe.



Not quite sure what to say.

Second thing we did was to wander around. The lodge is at the end of a driveway with cottages and other parts

# BUCKEYE TRIUMPHS NEWSLETTER

of the park coming off that driveway. It sits on a not-very-steep bluff overlooking Lake Kentucky. We found out that the walk around was nice, but the mosquitoes were not - out in full force in the shade during the day, and everywhere at night.



**Triumphs rolling in at Kenlake**

Third thing was registering - I wandered downstairs and met Jeff Slaton, the organizer for the meet, to get registration materials as well as get our auction parts into the auction. That took a while since there were a few folks I haven't seen for a while down there and we had to reconnect.

Fourth thing was shopping for vittles. We headed to Walmart to get some food and other things we forgot, then decided to go to lunch, or in this case, since it was 95F in the shade, to DQ.



**Whew - White Lighting!**

Fifth was unplanned - on the way back from DQ we hooked up with the Whites and Paremides (from Vermont - spelled the name wrong no doubt, but I'm a guy...) to go visit a local moonshiner gone legal. Spencer has been on at least one Discovery's "Moonshiners" episode, and knows a lot of the other "shiners" well. Turns out that since this a dry county we can't taste or buy his product, but we had a great time hearing him explain how shine is made, and I found out he raced the same type of dirt bike motocross as I did a long time ago, and still had them in the back of his barn!



**To quote Grandpa Jones: "I'll shut up my mug if you fill up my jug with some good ole mountain dew"**

Sixth was to get back to the lodge and hit the pool. The water was nice, sun hot, and sunscreen deployed. After dinner we searched out the folks that came in during the day. I went out in the parking lot to look for interesting car modifications. About the best and most interesting was a Mega-Squirt electronic fuel injection built for a TR3 engine by Bob Maassel - he did it "because he could" - I'm planning on interviewing him for the TRA newsletter sometime! After that I found a hall party and shared some of my new favorite bourbon - Willett, with them. Bedtime came at 10:30.



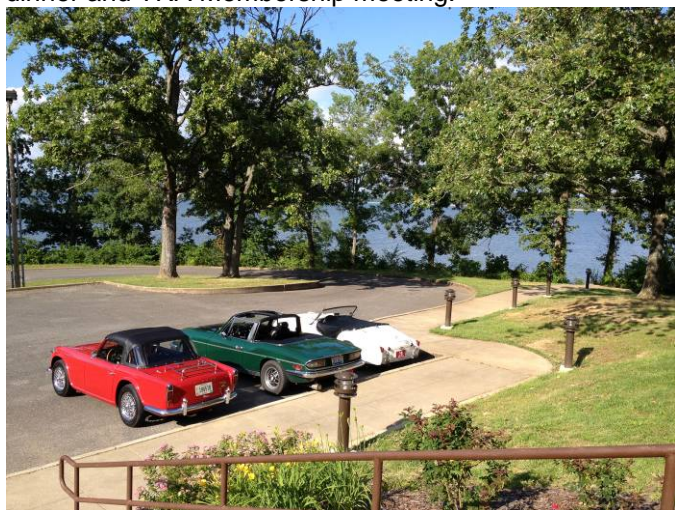
Ever seen a fuel-injected TR3?

## Day Five: First Day of TRA 2013

Another breakfast at the lodge - we know what to expect by now, so we grabbed a menu on the way in and tried to sit in a certain server's area. I think it worked since we got better service (maybe).

While Chris and Alice went by bus to the Quilt Museum in Paducah, Chuck and myself headed to a liquor store across county lines to buy Spencer's shine so we could get it autographed, and Duncan and Bridgett read book, played games, and ran around the lodge. Turns out that the liquor store is "in the family" so we got a good deal on Spencer's products.

Once back with the booze we headed back to Spencer's to get the bottles autographed, then back to the lodge where I played with the car a bit, then hit the pool again, a short nap, and by then Alice got back and it was time to get ready for the first official TRA group event - the dinner and TRA Membership meeting.



## View from Cherokee Lodge to Lake Kentucky

The dinner was at the Cherokee Lodge in Cherokee Park - a nice building overlooking Kentucky Lake a couple of miles from Kenlake. This was a left-over of segregation - Kenlake was for whites, Cherokee for blacks - now all one park and the only memories of that less-enlightened time was the photographs and clippings lining the walls. It was just large enough to get all the TRA folks inside and we had a nice dinner.



You can never have too many Red Solo Cups



What's up with this???

The after dinner I was dreading, time for the TRA Membership meeting, the only contentious issue was approval to send bylaws to the general membership for an acceptance, and somehow I got put in charge of leading that discussion. Never the less, we got it approved and the entire meeting completed in under an

hour. I think that was a record! Back to the lodge for more wandering around and talking to folks as well as discussion on car show prep, for that was the next morning!

## Day Six: Show and Auction

Car show day, and the car show just happened to be about a mile drive away, still in the park, but down by the water. Since I had been volunteered to help park cars <smile> I got over there an hour before the car show to start the lining up. This meant at least I didn't have to eat breakfast in the lodge restaurant again! Since we drove the Stag, and since the Stag is about as far from a TRA car that you can go and still have the car be a Triumph, I put it way in the back - I actually determined the far end of the show - and then parked other cars. I suppose I could talk about the Mayflies as well as the dog who tried to mark my car, but all in all the parking job was easy and we went on to the judging.



Stag parking on the show field



Car show view that spectators saw

I always volunteer to be a Concourse Judge. Jeff Zimmerman and myself have been doing chassis for the last 15 years and we have it down to a science. This year Jeff's very close friend/girlfriend/partner Christine shadowed us to keep us in line and we got the field judged in near record time - and there were quite a few cars to get through. Alice and Chris volunteered to tally the Concourse points helping Joel Rosen and I think we got all of it pretty much wrapped up by 1PM, time enough to head back, hit the pool and then go to a Thai restaurant called "Jasmine" before the auction started.



Car show view that judges saw



Duncan eating French fries with chop sticks – kabob comes to mind...

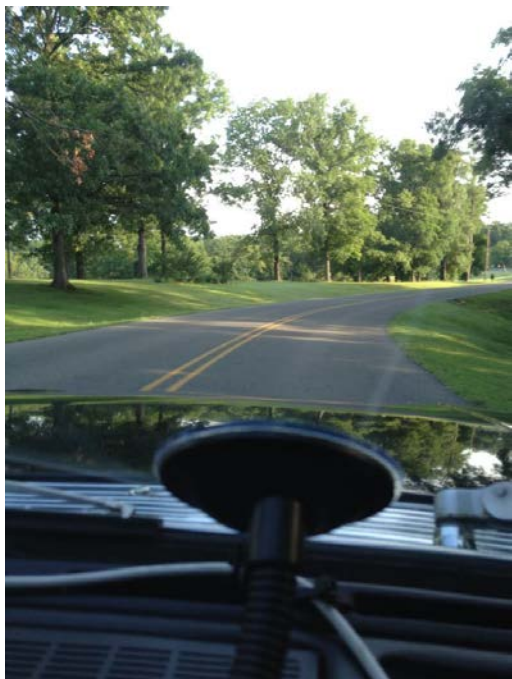
Actually before the auction planning started too. TRA auctions are the highlight of the meet for many folks, and Nino Richards and myself are the auctioneers. We peruse the parts trying to set a decent order for the auction as well as set up the bad jokes and sight gags. I also ended up helping to set up the tables and tapping

the beer keg (Stella - good beer). We had about 170 things to auction off - started promptly at 7PM, and were done by 11:15PM (yes, that same night). I think we finally figured out the flow of the tag-teaming and Joel was pre-picking the stuff to be auctioned two auctions in the future. One of the blessings about being an auctioneer is that I don't get tempted to bid on a lot of stuff, so I tend to only buy stuff I really want, so that's usually one or two things - this time several magazines, a panoramic photo, and some weird Spitfire parts - the last I bought just to keep the auction rolling! We were probably up until midnight helping clean-up. Again - good job on the auction all!



**Auction Action!**

## Day Seven: Cars & Banquet



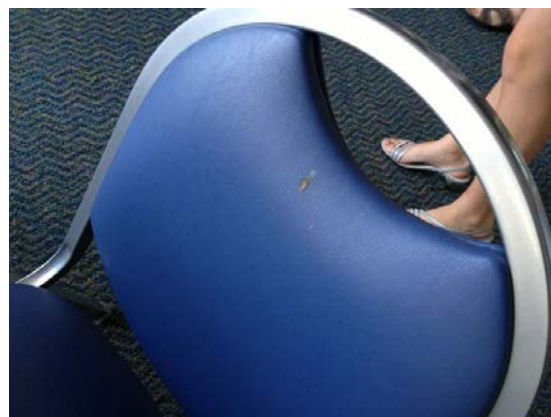
**EMR - on the way**

EMR - Early Morning Run day. Jumped in our cars at 7AM, and waited, and waited, but nobody came to lead. Since I'm naturally impetuous (ask Alice) and since I knew where we were going, I just started up the FrankenStag and yelled to all to "Follow me". The breakfast location was the Lake Barkley (the other lake that bounds the Land Between The Lakes) State park Lodge Restaurant, which meant that we got on US 68 (yes, the same US 68 that runs through Xenia) and headed east over a couple of bridges. Although this restaurant is also in a state park lodge, the staff there was happy to see us, all smiles, had plenty of menus, and gave us more coffee before we needed to ask! Maybe the Kenlake restaurant is an anomaly.



**Not often you see a stretched S-10 with dualies and a big block - this is Bob Kamholtz's truck. Those old Triumph Nuts might recognize his name - the Cheeseman of Thunderbolt Racing fame - now retired in KY - he stopped by - great to see him again!**

After the EMR we essentially hung-out at the lodge. They had a rally going on, but it was hot and the pool seemed to be a better choice. Between the pool, talking to folks, and packing to get ready to go the next day, that kept us busy until the Awards Banquet.



**You really should clean off the bird poop on the chairs before seeing them up for banquet...**

The banquet was in a room too small to really host it, but we managed to get everything in. We couldn't figure out how to invert the projector picture, so we had to make a stand out of Styrofoam cups and packing tape so we could display.



**Kids, don't try this at home, remember these are trained professionals...projector engineering.**



**Dry County**



**Awards**

The food was good, and they had broccoli, so Bridgett could eat some vegetables - ask here about the green beans sometime! Come awards time Miami Valley members picked up awards in Concourse (John Coutant) and Participant's Choice (Chris & Chuck, Stan) - alas the FrankenStag, Inca and the rest in Other TRs class were beat out by a phalanx of TR6's - dang gone voting blocks <smile>. After the awards I had a chance to present what we want to do next year at TRA 2014 at Deer Creek. Feedback to the plans, presentation, and the tri-fold fliers were all very positive - great stuff to build on for next year! Afterwards we chatted with folks until the wee hours of the morning and then to bed!

## **Day Eight: Pointed North and Rain!**

Another Sunday, another somewhat-late start, on purpose since we really didn't have very far to go that day. We (Stan, White's, Clough's) got packed and on the road by 9AM, and sad to say most of the other TRA attendees were long gone by then. Next year we are planning a free Continental-ish Breakfast to try and get more "goodbyes" time for folks rather than they just blowing out of there. For the record we did not eat at the lodge restaurant, but chose a Hardees's instead - draw your own conclusions.





**Sunday morning – parking lot is empty by the time we leave - runaway time**

The plan for Sunday was to visit three wineries once in Indiana and stop at Spring Mill State Park Inn for the overnight. The trip across that little part of Kentucky to Indiana was actually very nice - great rolling terrain, small towns, good roads, and once in Indiana we headed east from Evansville to the Monkey Hollow Winery. Problem was that we had to pass through Santa Claus, IN, to get there, and Santa Claus is a tourist trap that happens to have both an amusement park and water park. Despite groveling and tearful pleas from the kids we drove straight through the town - their cries of anguish somewhat abated by the "whoop-de-doo" ride on the road after Santa Claus. I suppose I should apologize to the other drivers for the gravel road we had to traverse to get to the winery, but I won't, it's just something one needs to face...

If you have a chance, visit Monkey Hollow Winery - it's actually a nice little winery in a nice little part of Indiana. Wines were good, t-shirts great, and Alice even bought several glasses. I wish we had more time to hang out there, but we had two more wineries and the weather was deteriorating - thunderstorms were gathering to the west - so we headed northeast to the next winery.



**Parked at Monkey Hollow**



**Chris does an interpretive dance for the monkey at Monkey Hollow...**

The Winzerwald Winery is a great place to find seasonal as well as fruit and spiced wines (kids would tell you the oyster crackers were good also). We rolled in with thunder just slightly audible to the northwest. The radar on the cell phone told us we had a while before it hit, so why not enjoy some wine? By the time we left, the sound of thunder was much more audible and skies noticeably darker - we had to head north into the storm for the last winery of the day.

And what a storm it was. We drove through rain shafts that showed very red on radar, and just about as we cleared the last red band Chuck and Chris had ignition failure, so we pulled over by the side of the road, let the rain pass, dried up the distributor, and were on the road again. The chicken will come later.

The last winery of the day was the French Lick Winery, which is a big operation compared to the wineries we had visited to date. They had a lot of wines, and you could try any you wanted, so we were there a while, let the cars dry out, bought a few bottles, and then were off to Spring Mill Inn.



**Wizerwald Winery – battenning down the hatches for the impending storm**



Impromptu Tech Session in the middle of a thunderstorm.



Spring Mill Inn

Spring Mill Inn is my favorite Indiana State park Lodge - beds are decent, pool is decent, and yes, it does have a typical lodge restaurant, but it was filled with more of a Lake Barkley staff rather than Kenlake, so it was a decent dinner that night. I tried to write some stuff after dinner on this report, but sleep got the best of me!



Alice practicing for her old age at Spring Mill

## Day Nine: Back to the Banks of the Little Miami

Homecoming. We left Spring Mill Inn looking for a mom & pop breakfast place (rather than the buffet-only breakfast at the inn) and found a nice one in Salem, IN - blundered into is probably a better term since I was turning around to head back into town when I spied it! I forgot how big the food was for not much money at these places...burp!



Kessing Haus Café in Oldenburg – ausgezeichnet!

On the road again we headed towards Oldenburg, IN for a pit stop at a little café I found on the Internet (which had great scones – BTW, Oldenburg is about as close as you can come to a German Village this side of the Atlantic), then cruised through Metamora to see if it was open (it wasn't), so we drove on to good old Waynesville (OH) to have some Peanut Butter Pie at the Village Restaurant before heading home. Stan left us going through Hamilton for home, so we ate his pie! It was good Stan!



Stan's Pie

## Back Home

Arrived home a week and a day later than when we started. My trip odometer on the GPS said we had travelled over 1000 miles on this journey, and I have yet to add up the receipts, but I'm sure that will scare me. Inca needs to have the accelerator linkage replaced so it stops binding, and the FrankenStag needs help in a few areas, including a ripped seat, the carb heat soak issue, re-arranged instrumentation so I can see the idiot lights better so I can turn off the turn signals before being yelled at, and to remove the noisy and clunky Bluetooth adaptor from the radio. FrankenStag get's the work first, then Inca, and then maybe back on the Grey Ghost...

Overall it was a great trip. No major issues, many great roads, lodges, distilleries, wineries, restaurants, and most of all people - nothing but smiles and greeting where ever we roamed, okay, maybe except for the wait staff at the Kenlake Restaurant <smile>.

## TRA 2014

Hint - it's at Deer Creek next year and Miami Valley Triumphs is sponsoring it! Get ready, it's coming!

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## ARTICLES

### Alternators

From Al Burtis

We recently had to replace our aging alternator on our 1974 TR6. Wanting something with more power, I did a little research and discovered what seems to be the perfect replacement for the Prince of Darkness volt maker.

A Bosch alternator for a FORD FIESTA 1978-1980, (Advance Auto number 13107) is an excellent match. The mounting bracket is the same and most importantly, the electrical connector is exactly the same. In addition the Bosch unit produces 55 amps compared to the Lucas units 43 amps. Our car now runs like a Cobra, NOT! However, It does have really bright headlights.

## TR 6 Rear Hub Rebuilding

By Eric Finn

As most TR6 owners know, the rear hub can be a dangerous failure point on our fun sports cars. Rebuilding these hubs can be difficult for the novice mechanic, but changing them is a pretty simple job that most people can do.

There is a simple test you can do to determine if your hubs should be re-built. Jack up the rear of your car with a good floor jack until the tire is off the ground. Grab the tire with your hands at 3 o'clock and 9 o'clock. Push and pull on opposite sides of the tire. If you can feel any movement of the wheel there is a good chance that your bearings are worn and you should have the hub rebuilt or replaced.

Buying new hubs can be pretty expensive as they normally run between \$350 and \$400 per hub. However, I have found a Triumph expert who does a real nice job rebuilding TR6 hubs for \$115.00 each plus freight. His name is Phil Jaegeling from Arroyo Grande California. Phil has many years of experience working on TR6s and describes himself as someone who wants to preserve the Triumph Mark. Phil will perform the following service on your hub. Install new Timkin bearings, new seals, new tab washer, new crush sleeve, surface spacer and key way. He will set the preload and Magna-flux the shaft and flange for cracks. He will repaint the whole assembly and ship back to you. It normally takes about a week from the time you send the hubs to Phil until you receive them back. He recommends using the US Postal Service flat rate box. You can get both hubs in one \$12.50 box and it usually takes 2 business days to ship from Columbus to California. Phil will also change your universal joints on your axle shafts for an addition \$25.00 per U-joint. I though this was a worthwhile service and I sent him both axle shafts along with the hubs and had him change the 4 U-joints. Please note that if you send your axle shafts you will need to purchase 2 large flat rate postal boxes at \$17.50 ea.

Now to remove your hubs you will need to jack up the rear of the car and set the car on good quality jack stands. Remove the wheel and then withdraw the two machine screws holding the brake drum to the wheel flange. Remove the brake drum and set it aside. Next, notice the two holes in the surface of the wheel flange 180 degrees opposite each other. Look through the hole to find the ny-lock nut securing the hub to the trailing arm. There are 6 ny-lock nuts securing each hub to the trailing arm. Line the holes up with the first set of nuts. Take your socket with extension and loosen and remove

each nut, rotating the wheel flange to line the holes up with each set of nuts. Please be careful when removing the nuts as the studs holding nuts are threaded into the soft aluminum trailing arm. If the nut does not want to turn easily at first, strike the handle of your ratchet with your fist or mallet so the impact will help loosen the nut. Once you have removed all 6 nuts, find the rubber boot covering two halves of the axle. There will be a wire tied around each end of the boot. Cut the wire on the outside end of the boot with a pair of wire cutters. You can now withdraw the hub and axle shaft. If you only want to send the hub to Phil, you will need to remove the outer U-joint before sending. However, I would recommend having him change the U-joint as his rates are very reasonable and old rusty u-joints can be tough to remove without the right tools.

When you receive your rebuilt hubs back, simply install the same way your removed them. You will need to grease the splines on the axle shaft with good quality axle grease before inserting the spline in the inner shaft. Also check the rubber boots for tears and cracks. Replace the boots if they are torn or cracked. Purchase 6 new hardened ny-lock nuts for each hub. Tighten the nuts to 19 ft lbs of torque. Do not over tighten the nuts as you run the risk of stripping the threads in the aluminum trailing arm. Please make sure you have a torque wrench to set these nuts properly. You will also need tie wire to secure the rubber boot to the axle. You can purchase tie wire from any hardware store, or purchase tie wire pieces from Moss Motors or the Roadster Factory. Re-install the break drum and the wheel and lower the car off the jack stands. Torque the lug nuts to 100 ft. lbs.

Phil Jaegeling can be reached via e-mail at [Sjaegeling@aol.com](mailto:Sjaegeling@aol.com). E-mail him to let him know that you want to send your hubs to him to be rebuilt. He will usually respond to you within 24 hrs. Send the hubs to his home address at:

492 Tanner Lane  
Arroyo Grande, CA 93420

Phil will not send you a bill, but he will expect payment once you receive your rebuilt hubs back. He prefers being paid by Pay Pal, but he will accept checks as well.

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Aug 2013 Bruce Clough (bclough@woh.rr.com)

## Introduction

Took a sabbatical in June – between TRA and fixing the FrankenStag and Inca I didn't do much on the Grey Ghost. That's about to change. Now it is July and I need to keep going on that car so it will have a chance to be at TRA next year. The Federal Government is going to help, they are giving me 11 unpaid vacation days until the end of September, so I'm going to work sunrise to sunset on the car those days.

**2 July:** Ordered a new radiator, water pump, and aluminum narrow-belt pulleys. Also received a Stag idiot light cluster that I'm going to use this winter in a re-designed dash.

**4 July:** Celebrated the fact that it was raining all day by taking off all the body panels and mounting hardware to we can move the body back off the frame. Also took the front end of the engine apart and got the head ready to remove.

**5 July:** Got the frame up in the air and removed almost all the front suspension. It did not give up the fight easily, in fact, the steering linkage was removed as one piece and I have to cut it apart later! I've not been that greasy in years, and it took 20 minutes just to clean up the tools!



4 July – no fireworks but it's coming back apart, again...

### A note on cooling:

Early TRs are notorious for marginal cooling. The combination of a radiator with a hole in it, fan that looks like four spatulas and moves air about as efficient, the lower quarter of the radiator not being exposed to the airstream, and a leaky bypass shut off by a bellows thermostat all contribute to a system that if everything is not working in tip-top shape you will see the temp gauge head to the red on a hot day, especially while in traffic.

To fix this I'll be using a Wizard aluminum radiator with integral electric fan, blocked-off bypass, high-flow water pump, and will work at ducting air into the bottom of the radiator using, of all things, the front license plate.

**6 July:** Thanks to the MVT folks that showed up – we got the body back off the frame and now the frame is ready for me to take it all apart...again.

**7 July:** Frame bare and hardly put up a fight. All the lines off, rear out, engine off, just a frame. In pretty good shape also – a few dents here and there, but a good solid frame. Tomorrow I need to get a few cans of engine degreaser and a gallon of Simple Green, get out my pressure washer, and have fun!



7 July – one bare frame

### Dang, must have done this.

I noticed that the front calipers were from a TR3.5 – one was from a TR3, the other from a TR4. I thought that it was an anomaly, or Frank must have done it. Now I notice that one side of the rear is TR3, the other TR4 – the size difference and construction is very noticeable. Both brake backing plates are painted the beige I painted the rear end 20 some years ago, so I was the culprit, but I remember nothing...

**9 July:** I was home the day so I cleaned the frame, used up two cans of foaming engine degreaser and half a gallon of simple green. Got out the Gunk engine cleaner first - spray, spray, spray, soak, soak, soak, scrub, scrub, scrub, spray, spray, spray and repeat three times. Then I got out the pressure washer and the Simple Green. By the time I was done I had the frame down to at least the paint, and in some places, more. Took several hours to do this and oh, the mess I cleaned off the frame! What a mess that front frame part was. No rust though, no rust...Did find out that the original color of the frame was an off-white, kinda a beige, which jives with other later TR3Bs

**11 July:** Mike McKitrick came over and welded up a few cracks in the frame, nothing major, but I decided that might as well fix them while the frame is bare. Also spent some time wire brushing the frame to ensure the paint sticks well. Got one quart of POR-15, ordered one more.

**12 July:** Finished wire brushing the frame and got to work painting. Got the underside of the frame painted – will have to wait for the paint to cure before I can do the top side.



Before paint



After paint

**13 July:** got the rear axle cleaned off and apart. Actually looks good in there!

**14 July: Ideas from Cincinnati British Car Day** – Took snapshots of possible ideas for the Grey Ghost from cars I saw in Cincinnati on July 14<sup>th</sup>. I think the only thing I might go with is the tube grill. The sidepipes are cool as well as the two-tone paint, but on somebody else's car.



Stainless Tube Grill – a guy in Dayton that does TR3 interiors says he can make one for me - cool.



Sidepipes – probably not since this gets parts of your exhaust close to the ground than a big Healey...



Two-tone paint – another maybe not...

**15 July:** Cleaned up and inspected the rear shocks – rather than a rebuild I just filled them up with oil and they were back to working perfect.

#### A note on rear lever shocks:

If your shocks seem to have a “dead space”, or what some call “free play” in them before the shock actually starts resisting when you move the lever and you can hear the fluid gurgling in them, take the shock to your workbench, lay it on its back, remove the fill bolt that is near where the lever attaches to the shaft, and fill it up with 80W-90 gear lube. It's probably low on oil.

**16 July:** Finished painting the frame, also painted the rear end and a lot of the rear suspension. Also lost about a gallon of water since it was 92 degrees F outside with 64% relative humidity. Decided against using POR-15 on the smaller parts, am using a spray epoxy instead.

**20 July:** The rear end is painted and back on the frame, but now it's time to install the brake backing plates, half-shafts, and hubs. I had Mark Macy pop the rear hubs off the half-shafts since he has the proper tools. If you don't have the proper tools you will ruin the hub. The outer seals looked original and shot as I expected. Replaced the seals, re-greased the outer bearings, and put the hub nut on.

The hub nut is supposed to be torqued to 120-145 ft-lbs and then a cotter pin is inserted in the castellated nut. On my workbench I can torque to about 80 ft-lbs, but to go any higher you have to put the half-shafts on the car. Before I did that I had to estimate the shimming needed by the hub assembly. You are supposed to shim it so you have just a little play in the bearing to account for heat expansion, with similar amounts of shimming on both sides. What I had when I took it apart was “0.02” of shim on the right side, “0.250” of shim on the left. Not

quite right. Getting the play took a few hub on-off cycles, but once I got it close I then went back and torqued the hub nuts to recommended torques (and found out the right side would not line up to a groove to put in the cotter pin, so I had to get out the Locktite!



**Shims left over after getting the hubs back on – don't know why all these are here since with about "0.02" on each side the play is in the recommended range.**

I also painted the original steel wheels. My goal is to use either wire wheels or the wheels Stan has, but right now I don't want to spend that money. I'll go with a cheesy repaint of the beat-up originals until next spring.

**24 July:** whew, long day. Since it was a day off for me I decided to spend the day on the TR3B. Today was clean and paint the front suspension day, and what a long day it was. Remember how yucky the front frame was? Well the front suspension piece parts were as bad, or worse, as one might suspect. This took me longer than I had planned since they were soooo cruddy. I spent a few minutes decrying the DPO (dreaded previous owner) and his lack of cleanliness, then got down to work, lots of work. The cleaning was an arduous process. First the parts had to be cleaned of grease, then the old paint and remaining crud was wire brushed, then it was cleaned again, then painted. Doesn't stop there since the suspension paint is epoxy and we have to cut down the curing time - so after painting and air drying for 3 hours we put it in the oven at 150F for 3 hours before setting it on the shelf for installation. Did I mention there are lots of parts in that suspension? Indeed - it took me all day, but in the end the parts were painted and ready for reuse.

**Moral of the story** - at least once a year clean off the crud that accumulates on the suspension, more if you have any oil leaks up front in your engine or steering. Not only will you keep it nice for show and the next owner, you can more easily detect problems. Wipe off excess grease after greasing - that extra grease just collects dirt!



**About as good of a paint rack that you find around our place...**

Unfortunately not all parts were salvageable. The trunnions had a lot of corrosion on the shafts and the stub axles showed galling, into the recycle bin for all those parts. Ouch, that's more money, a lot more money.



**Stuck urethane bush**

I was hoping that the trunnions would be reusable. At least the bearings looked good. And if that wasn't bad enough I had to melt the top urethane bushes off the wishbone arms. Melt the bushes. Yeah, let me explain. The urethane bushes I put on the car in 1989 were on the upper wishbone supports real tight. I managed to get the driver's side wishbone halves off and the bushes out, but on the passenger side they were stuck on the support. Rather than beating on the parts hard with large hammers I decided to turn to fire. Propane and some oxygen worked well. The urethane melted away and the pieces came free. Tie rod ends were trash after I got them apart - I ordered new ones along with new upper ball joints.

*This is getting real expensive...*



**Bush meets its match – Mr Propane**

**25 July:** Had to replace the differential cover gasket with one I made – I wanted a thicker one since the new paper ones I got from both Moss and TRF leaked – and using Permatex “High-Tac” spray gasket sealant didn’t help at all. I also started back looking at the brake lines. I was expecting them all to be shot, but to my surprise all of them looked good – no nicks or cuts, no bad dents, no kinks, no corrosion, connector threads clean, just a little surface rust. So I cleaned them up and shot them with some rust converter/sealer – we will see what they look like in the morning. If I can reuse something I will.

**26 July:** Hat’s off to Chris Yanity who (for a price) opened his parts bin to me. I got the brake parts I needed to finish the rear brakes and some more front suspension parts – which came in handy. Pulled out two good stub axles, good trunnion, and some really nice tie rod ends if I can get them off the suspension pieces! The trunnion came in handy since I’m going to return the new TRF trunnions since they have fitting issues. The price? I helped him sort the remaining piles of TR3 parts he has. 90% of them can go, which means watch for more used stuff at Macy’s or Ted’s in the near future...

**27 July:** Got the new-old used suspension parts cleaned up and inspected – the tie rod ends showed little wear, but the upper ball joints and trunnion were actually shot. Got the left –side parts painted and partly installed.

**28 July:** Got the rest of the front suspension put together except for the brakes – the Toyota calipers will be in tomorrow they say. Most of the suspension went together without a fight. Had to reuse the trunnions, but they actually have a lot more life in them. On the other hand, the steering put up a fight.

I almost broke my big bench vise getting the first Silent-Bloc steering bush in, for the second one I polished the inner surface a bit with Mr Dremel and it pushed in with

reasonable force. Oh why did I trade my 20-ton press for garage space???

For the life of me I could not get the outer tire rod ends’ nylocs to seat. The shafts and holes were clean, the nylocs good, and I literally was putting all my weight on the tie rod end, but the shaft was spinning and the nut not seating, nor was the nut coming back off - Mr Dremel came to the rescue again. Okay, I was not a happy camper, so I went nuclear - out came the Grade 8 nuts, lockwashers, and Loctite. I might be able to get these apart again without too much heat if I’m lucky. ...

**29 July:** so, the chassis is rolling, but not without a fight - bought a pair of Toyota calipers (1984 4-Runner to be specific) for the car since they are almost drop in replacements, cheaper than rebuilt original calipers, and have about 50% more pad area.

Right side went on without an issue, left side was binding - thought it might have been a difference in Triumph parts, but actually is was a difference in caliper castings since the right side caliper would bolt on the left okay (albeit upside down). Had to relieve the caliper body a bit as well as slightly file the edge of the rotor (out of round just slightly) to get rid of the rub. But the wheels are on the chassis and it’s rolling and hopefully braking also.



**Toyota brake caliper ready for mounting**

So, July found us completing the frame, which is what I wanted to accomplish this month. Next month we’ll get back on body finishing up a few details and getting it ready for painting this fall, as well as working on paying off the Mastercard bills from the chassis :-).

This will be important since the engine will take some \$\$ since the pistons and liners need replacing and that head should have new valve guides and hardened valve seats...not to mention carbs...





Look ma, rolling chassis!



## DID YOU KNOW?

Hours after Pearl Harbor on December 7, 1941, the Secret Service found themselves in a bind. President Franklin D. Roosevelt was to give his infamy speech to Congress the next day, and although the trip from the White House to Capitol Hill was short, agents weren't sure how to transport him safely.

At the time, Federal Law prohibited buying any cars that cost more than \$750, so they would have to get clearance from Congress to do that, and nobody had time for that.

One of the Secret Service members, however, remembered that the US Treasury had seized the bulletproof car that mobster Al Capone owned when he was sent to jail in 1931. They cleaned it, made sure it was running fine and had it ready for the President the day after.

Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief. And run properly it did. Capone's car was a sight to behold. It had been painted black and green so as to look identical to Chicago's police cars at the time. It also had a specially installed siren and flashing lights hidden behind the grille, along with a police scanner radio. To top it off, the gangster's 1928 Cadillac 341A Town Sedan had 3,000 pounds of armor and inch-thick bulletproof windows.

The car was sold at an auction price of \$341,000 in 2012.



## pure-gas.org

The list of ethanol-free gas stations in the U.S. and Canada

### 43 Pure Gas Stations in Ohio

City	Brand	Octane	Name	Street Address	GPS*
Akron	UNBRANDED	87	Kieffer Marine Inc. [330-644-0234]	252 Portage Lakes Dr.	N41.00001 W81.53196
Ashland	MARATHON	90	Santmyer Oil Bulk Plant [419-289-8815]	1101 Jacobson Ave	N40.87688 W82.30758
Barnesville	MARATHON	90	Hissom's Service [740-425-1111]	827 E Main St	N39.98906 W81.15964
Cambridge	UNBRANDED	87	Kmart Express [740-439-2510]	61690 Southgate Rd	N39.99126 W81.57251
Chardon	UNBRANDED	87 89	Chardon Oil [440-285-7711]	421 Water St	N41.58106 W81.21126
Cleveland	SPEEDWAY	87 89 93	Speedway [216-531-1456]	18501 Nottingham Rd	N41.57528 W81.54946
Dalton	MARATHON	90	Santmyer Dalton Bulk [330-262-6501]	39 N Cochran St	N40.79853 W81.68784
Dellroy	MARATHON	90	Atwood Lk Boats Marina W [330-364-4703]	9298 Atwood Lk Rd Ne	N40.53588 W81.27476
Eastlake	UNBRANDED	89	Chagrin Lagoons Yacht Club [440-942-0299]	35111 Lagoons Dr.	N41.67500 W81.43833
Gallipolis	SUNOCO	90	Burille Petroleum [740-446-4119]	683 Hwy 7 N	N38.84607 W82.14720
Huntsville	UNBRANDED	90	Tecumseh Landing [419-303-2215]	10551 Buckeye Dr	N40.48887 W83.87543
Huron	SHELL	89	Holiday Harbor Marina [419-433-2140]	944 S Main St	N41.38772 W82.55577
Lakeside	UNBRANDED	90	Lakevue Marina [419-798-5221]	8549 N. Shore Blvd	N41.32311 W82.46785
Lewis Center	BP	90	Alum Creek S P Marina [740-548-6056]	4000 Hollenback Rd	N40.21620 W82.97817
Lorain	UNBRANDED	89	Beaver Park North Marina [440-282-1720]	6000 W Erie Ave	N41.43765 W82.24470
Lore City	MARATHON	90	Saltfork+Sugartree Marinas [740-439-5833]	12900 Cadiz Rd	N40.08218 W81.45981
Malta	UNBRANDED	90	Greuey's Fuel & Farm Supply [740-962-3725]	1250 Front St	N39.65639 W81.86628
Marblehead	UNBRANDED	89	Skipperbud's Marina Del Isle [888-334-6739]	6801 E Harbor Rd	N41.53033 W82.80411
Millersport	MARATHON	90	Alexanders Landing Marina [740-467-2882]	3490 S Bank Rd Ne	N39.90484 W82.50660
Millersport	GULF	89	Fisher's Marina [740-467-2905]	3227 Fisher Ave	N39.90619 W82.51988
Newark	UNBRANDED	91	Fredonia Mall & Gen Store [740-587-4064]	6754 Hwy 661	N40.15304 W82.51980
New London	SHELL	91	New London Mickey Mart [419-929-8976]	72 N Main	N41.08666 W82.39970
Newport	UNBRANDED	91	B & J Carry Out [740-473-1395]	38710 Hwy 7	N39.38952 W81.21901
Norwalk	BP	89	Mickey Mart [419-668-5172]	331 Milan Ave	N41.26146 W82.61157
Oak Harbor	UNBRANDED	87 89	Turtle Point Marina [419-898-2003]	10275 Lakeview Blvd	N41.61492 W83.12744
Okeana	UNBRANDED	91	Baker Hardware [513-756-9700]	6550 Hamilton Scipio Rd	N39.39149 W84.76808
Orville	MARATHON	91	Bert's Marathon [330-683-3035]	1422 W. High St	N40.84412 W81.78101
Painesville	CHARDON OIL	87	Chardon Oil Co [440-357-6762]	1590 W Jackson St.	N41.70267 W81.28011
Port Clinton	VALTECT	89	Catawba Landing Marina [419-797-6000]	2021 Ne Catawba Rd	N41.55322 W82.83707
Port Clinton	MARATHON	90	Catawba Moorings [419-797-4775]	2313 Ne Catawba Rd	N41.55835 W82.82611
Ravenna	UNBRANDED	90	Ravenna Oil Co. [330-296-9618]	102 E Lake St	N41.14795 W81.24368
Ravenna	UNBRANDED	87 90	West Branch Marina [330-296-9209]	8109 Cnty 120	N41.13382 W81.09579
Russells Pt	SHELL	87	Spend-A-Day Marina [937-843-3036]	9481 Rt 708 N	N40.47657 W83.88501
Salem	UNBRANDED	90	Damascus Station 62 [330-446-4003]	29011 Salem-Alliance Rd	N40.90136 W80.95228
Sandusky	UNBRANDED	87	Battery Park Marina [419-625-6142]	701 E Water St	N41.46044 W82.70290
Scio	MARATHON	90	Tappan Lake Marina [740-269-2031]	33315 Us Hwy 250	N40.33846 W81.19262
Stockport	UNBRANDED	90	E-Z Stop [740-559-2561]	3363 Hwy 376	N39.54787 W81.78555
Vermilion	MARATHON	90	Romp's Water Port [440-967-4342]	5055 Liberty Ave	N41.42147 W82.35355
Vermilion	VALTECT	89 91	Vermilion Power Boats [440-967-4100]	5054 Liberty Ave	N41.42260 W82.35651
Vermilion	SHELL	89	Mickey Mart Shell [440-963-7437]	1718 Hwy 60	N41.40323 W82.36499
Williamsfield	BP	87 90 91	D L B Oil Co [440-293-6795]	2091 Us Hwy 322	N41.53366 W80.61538
Wintersville	UNBRANDED	90	Jefferson County A/P	600 Airpark Dr	N40.36022 W80.70087
Wooster	MARATHON	90	Santmyer Oil Bulk Plant [330-262-6501]	1055 Old Lincolnway	N40.79929 W81.95485

\*GPS coordinates may be located from the supplied address, and may not be accurate. View the station details.

## REGALIA

### 2013 BUCKEYE TRIUMPHS REGALIA ORDER FORM



<http://www.conceptwear.com/>

(Visit the Concept Wear website for clothing product information)

**Order submitted by:**

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

Total Amount Paid \$ \_\_\_\_\_ Check # \_\_\_\_\_

(Make check payable to Buckeye Triumphs)

**Mail order form with payment to:**

Buckeye Triumphs Regalia 2013

Attn: John Schilling

1156 Cloverknoll Court

Columbus, Ohio 43235

Phone: (614) 301-3076

E-mail: [jschilling@designsgroup.us.com](mailto:jschilling@designsgroup.us.com)

# BUCKEYE TRIUMPHS NEWSLETTER



<b>T-Shirts: Gildan 100% Cotton</b>	<b>S</b>	<b>M</b>	<b>L</b>	<b>XL</b>	<b>2XL</b>	<b>3XL</b>	<b>4XL</b>	<b>EACH</b>	<b>ITEM TOTAL</b>
<small>(Indicate Men's _____ or Women's _____ size)</small>									
Color #1 – Signal Red (#40C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #2 – Royal Blue (#78C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #3 – Valencia Blue (#264C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #4 – Sienna Brown (#255C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #5 – Pimento Red (#40C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #6 – French Blue (#109C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #7 – British Racing Green (#33C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #8 – Vermillion Red (#40C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #9 – Pageant Blue (#51C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #10 – Phantom Grey (#23C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #11 – Java Green (#269C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #12 – Leyland White (#30N)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #13 – Brooklands Green (#106C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #14 – Wedgwood Blue (#69C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #15 – Damson Red (#83C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #16 – Mimosa Yellow (#98C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #17 – Maple Brown (#84C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #18 – Topaz Orange (#35C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #19 – Russet Brown (#255C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
Color #20 – Magenta (#268C)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$15.00	\$ _____
<b>Sweatshirts: Gildan Cotton Blend</b>									
<b>S</b>	<b>M</b>	<b>L</b>	<b>XL</b>	<b>2XL</b>	<b>3XL</b>	<b>4XL</b>	<b>EACH</b>	<b>ITEM TOTAL</b>	
<small>(Indicate Men's _____ or Women's _____ size)</small>									
Color #1 – Sport Grey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____
Color #2 – Maroon	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____
Color #3 – Navy Blue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____
Color #4 – Forest Green	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$22.00	\$ _____
<b>Hoodies: Gildan Cotton Blend</b>									
<b>S</b>	<b>M</b>	<b>L</b>	<b>XL</b>	<b>2XL</b>	<b>3XL</b>	<b>4XL</b>	<b>EACH</b>	<b>ITEM TOTAL</b>	
<small>(Indicate Men's _____ or Women's _____ size)</small>									
Color #1 – Charcoal Grey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____
Color #2 – Carolina Blue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____
Color #3 – Navy Blue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____
Color #4 – Forest Green	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	\$30.00	\$ _____
								<b>ORDER TOTAL</b>	<b>\$ _____</b>

## CLASSIFIEDS

A good friend of mine passed away last year. His wife, also a good friend is now selling all of his toys, which include an old TR3 race car and another TR3 street car, plus loads of spare parts. Interested parties should contact Mary Jane Berchak or Michael Berchak at 740-881-0172 or leave a message. They can also e-mail Mary Jane at [mjberchak@columbus.rr.com](mailto:mjberchak@columbus.rr.com), cars are in Delaware, Ohio.

Thanks,

Sam



### TR6 Engines from Halkias Performance Services

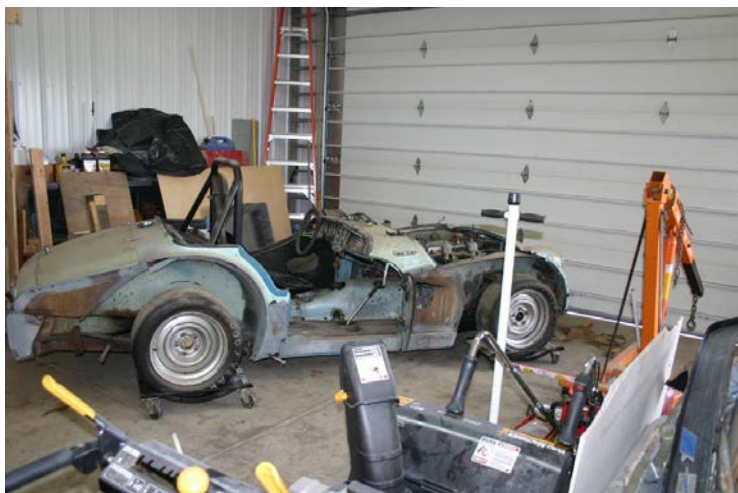
I have expanded my race engine building services to include street TR6 engines. From bone stock, mild street performance to high street performance. Usually in stock and ready to install. All engines are tested and run prior to sale, and I can even add your accessories for complete tuning ease. Just install and turn the key and you're ready to enjoy the road! Custom engine services for your engine also available. Call for quotes.

I have also added TR6 differentials to my services. All differentials are completely rebuilt using new bearings and seals and ready to install. Stock ratios of 3.70 available immediately. I occasionally have some 4.10 ratios available. All are sold with core exchange or I can rebuild your differential.

Currently available are:

1975 TR6 engine, completely stock, crank reground to .010/.010. New Tri-metal bearings, piston rings and seals. Stock bore. Valves reground and new valve springs. Rods reconditioned. No flywheel, fuel pump, water pump or distributor. \$1,800 with core exchange, \$2,200 without core exchange.

Late Model TR6 engine with performance modifications. Estimated at 140 HP. Good products GP-2 camshaft and lifters. New engine seals & new valve guides. Valves reground with new valve springs. Head milled for 9.5:1 compression. Crank reground to .020/.020 with new tri-metal bearings. New .020 cast pistons and rings, new oil pump, new lifters, High performance ARP rod and main bolts, new timing chain & new bronze valve guides. Connecting Rods reconditioned. No damper, flywheel, fuel pump, water pump or distributor. \$2,536 with core



# BUCKEYE TRIUMPHS NEWSLETTER

exchange, \$2,936 without core exchange.

Two TR6 3.70 and one 4.10 rebuilt differentials for sale. \$750 for 3.70 diffs, \$950 for 4.10, both with core exchange.

Contact Sam Halkias @ [atr6racer@hotmail.com](mailto:atr6racer@hotmail.com) or call 614-582-0232.

## Doug's British Car Parts

My parts business is located at 539 Cambrian Road just east of Urbana.

The phone number is 937 834-1690.

I can supply new parts, used parts and some NOS. I sell Moss, Roadster Factory, BPNW, among others parts at dealer's cost to Buckeye Triumph club members.

My website is [www.triumphparts.com](http://www.triumphparts.com)

Doug Braden  
Doug's British Car Parts  
539 Cambrian Road  
Cable, OH 4300

TR6 PARTS FOR SALE	COST	SALE
<b>New Chassi Parts</b> (still in boxes)		
Aluminum Steering Rack Mounts	\$60.00	\$45
Rear Tube Shock Kit (Spax)	\$357.00	\$265
Aluminum Rear Brake Drums	\$320.00	\$225
<b>Left &amp; Right Outer Sill Panels</b>		
	\$54 ea.	\$40 ea.
<b>Left &amp; Right Floor Pans</b>		
	\$110 ea.	\$77 ea.
<b>Left &amp; right Inner Sill Panels</b>		
	\$34 ea.	\$25 ea.
<b>Front Valance (CF1 prior to 8/72 "73 model")</b>		
	\$337.00	\$236
<b>New Engine Parts</b> (still in boxes)		
Gear Reduction Started Motor	\$200.00	\$140
Started Mount Kit	\$45.00	\$32
Engine Mounts Uprated	\$25 ea.	\$18 ea.
APT Crank Gear	\$53.00	\$38
APT Timing Chain	\$21.00	\$15
APT Cam Gear Adjustable	\$191.00	\$135
Cam Lock Plate	\$13.00	\$10
Timing Chain Tensioner	\$9.00	\$7
Lower Gasket Set	\$16.00	\$12
Crank Oil Seal Sleeve	\$20.00	\$14
Triple Manifold Kit	\$379.00	\$270
Triple Fuel Line Kit	\$40.00	\$30
Triple System Air Box	\$229.00	\$160
Remote Air Cleaner	\$159.00	\$112
GP-2 New Cam Shaft	\$299.00	\$210
Tappet Set	\$75.00	\$53
Valve Spring Set HP	\$85.00	\$60
Roller Rocker Assembly 1.65:1	\$699.00	\$490
Oil Pump	\$60.00	\$42
Nyloc Nut Set Grade 8	\$450.00	\$315
Radiator Shroud Black	\$101.00	\$75
Oil Seperator Kit	\$139.00	\$98
PCV	\$19.00	\$14
Ishihara-Johnson Crank Scraper	\$303.00	\$220

Russ Marx  
[tr6russ@aol.com](mailto:tr6russ@aol.com)  
North Royalton, Oh  
440-552-5844

## CLUB INFORMATION

### 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, 115 Cottswold Dr., Delaware OH 43015 **Annual Dues: \$20.00**  
General email:

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

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

Our current crop of Buckeye Triumphs Officers include:

President: Donald Olshavsky 614-761-1550 <a href="mailto:dolshavsky@aol.com">dolshavsky@aol.com</a>	Vice President: Allan Whisler 740-967-2144 <a href="mailto:whis@embarqmail.com">whis@embarqmail.com</a>
Treasurer: Bill Blake (614) 403-1074 <a href="mailto:billblake@thekayesco.com">billblake@thekayesco.com</a>	Events: Jason Pigg 614-338-7152 <a href="mailto:Jason@Pigg.com">Jason@Pigg.com</a>
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Webmaster: Ann Gillman 614-891-3733 [AGillman@aol.com](mailto:AGillman@aol.com)

### Technical Consultants:

TR2's & 3's:  
John Hartley 740-753-1066 email: [johnbeckyhartley@sbcglobal.net](mailto:johnbeckyhartley@sbcglobal.net) or John Huddy 614-846-2321 email: [jhuddy@columbus.rr.com](mailto:jhuddy@columbus.rr.com)

TR-4's: Bruce Clough 937-376-9946  
[clough@erinet.com](mailto:clough@erinet.com)

TR250, TR-6: Robert Mains 614-890-7767  
[rmains1@columbus.rr.com](mailto:rmains1@columbus.rr.com) or Jim VanOrder 740-967-2110 [vanordergj@columbus.rr.com](mailto:vanordergj@columbus.rr.com)

Spitfires and GT6: Doug Braden 614-878-6373  
[braden.13@osu.edu](mailto:braden.13@osu.edu)

TR-7 & 8's: Ron Fowler 614-397-3685 [tr8@att.net](mailto:tr8@att.net)

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

## COMEDY CLIPS

This is truly for guys, women would never understand.









How many beers were consumed building this duck blind? More info below and the answer at bottom.



Location: Louisiana (of course)

3 stories - The "Coon Duck Blind" (on Bayou Self)

1st level hides 4 boats underneath and has room for 2 hunters and has 2 dog doors.



2nd level has a full kitchen with fridge, 2 stoves, electricity for lights, living room with 2 couches and satellite TV, theater seats around the "porch of the blind" to sit 14 guys comfortably. A side porch has a running toilet, a stainless steel grill for cooking whole rib-eyes for lunch and a bar to make all the Mojos and margarita machine which are hard wired to car batteries.

3rd level is the "crows nest" with room for 3. It's about 25' up in the trees and most of the time you are shooting down on the ducks.

The food scraps we throw out draw a lot of ducks and makes the fishing good too. Oh! It took 137 cases of Bud.

Man .. I'm so proud to be an American! I think I'm tearin' up.

## A CLOSING SHOT



Photo by Donald Olshavsky



**Buckeye Triumphs**  
**115 Cottswold Dr.**  
**Delaware OH 43015**

