



Buckeye Triumphs Newsletter

Visit us at: www.nextek.net/BuckeyeTriumphs

HOT FLASH— 2000 RENEWAL DUES ARE DUE!

Just a reminder on the dues, if you are in the process of sending them in, you can send them to our Buckeye Triumphs P.O. Box 584, Lithopolis, Ohio 43136-0584 or you can forward them C/O Jim VanOrder, 9023 Concord Rd., Johnstown, Ohio 443031. If you have any questions, please call Jim at 740-967-2110.

VTR FLASH

Buckeye Triumphs was recently notified by Vintage Triumph Register that they are now a VTR Zone and are working towards becoming an official chapter of VTR in the near future.

TECH FLASH

At our March 7th meeting we will discuss holding a Spring Tune-up session on a Saturday in April to help get the cars roadworthy for the warm weather months. Please come and make your interest known. We have a March 18th Tech session to be held at Sam Halkias's where the subject will be "valve adjustments".

Social and business meeting – March the 7th

Join us for the March meeting of Buckeye Triumphs on March 7th at Donato's Pizza, north of I70 on Brice Road in Reynoldsburg, Ohio

Editor's Corner

I can feel it. Can you? Well maybe because it is in the 70's today as I put the finishing touches on the newsletter. Wait, why am I sitting in from of this computer and not out driving my TR6?

Ryan decided to rebuild his clutch slave cylinder on his 74 this week, up goes the 74 on jack stands and out comes the

slave cylinder. Time to rebuild. Open the rebuild kit (that I had purchased 2 years ago just because I knew I would need it someday), and wouldn't you know it but the kit was wrong / incomplete AND on BACKORDER (arrggghhhh)

In case you haven't guessed by now, my '72 is parked behind the '74 that's up on jackstands. Oh Well.

The Miles household is really ready (and waiting) for spring.

To prepare for spring please plan on attending the BT Tech Session to be held at Sam & Carol Halkias's house (garage) for a valve adjustment lesson on March 18th.

I know that I'm interested in this one.

Ryan really has a lot of irons in the fire. Let's see:

- TR6 frame getting dipped, need to weld in new parts, paint and then start moving the '74 on to this assembly. (ps If anyone has any tips for Ryan on the best way to protect this "new" frame I'm sure that he would be very interested)
- New block from the Roadster Factory, engine currently at machine shop getting balanced, new pistons on the way, new camshaft on the way, perhaps the reassembly would make a good tech session and an excuse to have you all out to Granville in April.
- New seat covers (finally arrived from the Roadster Factory – these were supposed to be Christmas presents – Nelson Riedel had purchased some red ones and we let him open these instead)
- Attending pilots ground school
- Practicing Guitar
- High School (need I say more...)

Call to members:

We would like to "profile" members in our monthly newsletter.

If you would be interested in providing some background and an article on you car and perspective on the TR experience, please contact me. I'll show up with my new digital camera and get some pictures.

We are always in need of articles! If you have anything that you could bring to the newsletter, please let me (or any of the officers) know.

How do you like your newsletter?

Not "if" you like the newsletter!

Each month the newsletter is posted on the Website. If you're the type of person that likes to do things "online" please let us know and we won't mail your copy to you, but send you an email with a direct link to the page on the Internet.

This saves the club postage and materials! Please let me know!

Bruce (Miles) bmiles@INTInfo.com

Next Newsletter Article Deadline – March 21st, 2000

Officers and the Fine Print

The Buckeye Triumph Newsletter is a publication of Buckeye Triumph Club, and the content herein is not officially endorsed by the staff or members of the Buckeye Triumph Club, 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, P.O. Box 584, Lithopolis, OH 43136-0584

General email: buckeyetriumphs@ameritech.net Web Site: www.nextek.net/BuckeyeTriumphs

Our current crop of Buckeye Triumph Officers is:

President: Robert Mains
(614) 890-7767

ims_mains@ode.state.oh.us

Vice President: Murry Mercier
(614) 888-0838

Trsixer@Yahoo.com

Treasurer: Jim VanOrder
(740) 967-2110

vanorderj@cham-cor.com

Events: Ron Fowler
(614) 833-6885

triumph@ameritech.net

Newsletter Editor: Bruce Miles
(740) 587-4179

bmiles@intinfo.com

Secretary: Becky Hartley:
(614) 753-1066

jhartley@frognet.net

Technical Consultants:

TR2's & 3's : John Hartley 740-753-1066 email: jhartley@frognet.net or
John Huddy 614-846-2321 email: jhuddy@columbus.rr.com

TR-4's: John Thomas 614-844-4175 or Bruce Clough 937-376-9946 clough@erinet.com

TR250, TR-6: Robert Mains 614-890-7767 ims_mains@ode.state.oh.us or
Jim VanOrder 740-967-2110 vanorderj@cham-cor.com

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

Spitfires and TR-7 & 8's: Ron Fowler 614-371-3110 triumph@ameritech.net

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

President's Corner

FEBRUARY, 2000 and Brrrrrr. Are you ready for Spring? Do you miss driving your TR? Are you ready for some sunshine and top-down driving?

Well, you're not alone!

The cold and snow kept some of you home on 2/1 cuddled up with something warm or perhaps you were warming up the TR. That's a good idea, too. Anyway, several folks braved the wicked weather and slipped over to Donatos Pizza on Brice Rd. to enjoy this month's social and business meeting. There was a mix of diehards with some new members. It's good to see s'more of the ladies and the youngsters. We discussed our calendar of meeting and events for 2000.

We added the names of several members who volunteered to coordinate a monthly activity; there are some busy months ahead for us and we still need your help. So, come on out to our next meeting on 3/7 and consider taking the lead for a social meeting or driving event. Check out the dates, activities and events then take one soon or team up with another club member. Be creative and suggest something new!

We are planning some Triumph Tinkering Tech Sessions that will focus on common TR maintenance activities. If you

have a suggestion or a car with a problem then call Jim VanOrder with your ideas for Tune-ups, Carburetor balancing or you-name-it.

On our calendar for March 18th , we are planning a 'driving ' / tech event. If the weather permits, bring your car out for a drive to 'Sam's Garage' on Worthington-Galena Rd. near Galena. Sam Halkias has a great facility in his backyard that is the envy of many Backyard Mechanic's and most SCCA drivers that watch Sam blow by them in a TR6 he builds and refines in this garage. Sam will take us through a valve adjustment on a six cylinder Triumph engine and share some of the secrets that have made him a consistent front runner in EP racing.

We are making good progress on membership renewals; seems that many of us are sending in our dues as we start thinking about getting our TR's ready for the First Spring Fling in April. After the salt has been washed off the roads, of course. So, if you need a reminder, here goes! Send in your renewal and any changes for our data on you and your car(s). Trust me -- The salt will be gone and the sun will Shine again.

While your money is nice to have for club activities IT's YOU we really WANT!!

The holiday party was another event that allowed us to get better acquainted and clearly demonstrate the broad

backgrounds, great personalities and common interests that are present and needed to make our Buckeye TRIUMPHS the car club for you. We hope to see your continued membership, interest and participation. There have been many refinements to our club during the first full year of activities and our purpose is clear; To Promote Driving, Restoration and Enjoyment of All TRIUMPHS. How are we doing?

What do you need ? Why do want to be a member? What can we do for your membership and support?

What can we all do to make Buckeye TRIUMPHS the dynamic, magnetic car club for Triumph Lovers?

Come on down and help us with your answers. We can do whatever we want to do! With your help.

Bob Mains ims_mains@ode.state.oh.us

Minutes from February 1st

The February meeting of Buckeye Triumphs was held on February 1, 2000 at Donato's Pizza in Reynoldsburg, Ohio.

The following members were present: Jim Van Order, Murry Mercier, Matt and Ann Merz, John and Charma Huddy, Ray and Holly Varner, Pam and Bob Hixon and daughter, Mark and Deb Mortine, Bob Mains, Bruce and Ryan Miles and John and Becky Hartley.

The meeting was called to order by President Bob Mains at 7:20 p.m

IN BRIEF:

NEWSLETTER: Bruce Miles was commended on his great newsletter. It was discussed that the newsletter would be made available on the Internet for those who would prefer to read it there then have it mailed. It was also discussed to add the Committee Chairs in the newsletter. There will a member featured in the newsletter every issue with a discussion on the member's car. Also there will be a women's section and Deb Mortine will coordinate this.

EVENTS: Monthly events were discussed. It was decided that July would be the women's driving event. Deb Mortine will coordinate.

TECH SESSIONS: Jim Van Order suggested to have a tech session in the spring. He will get some ideas together for a tech session to work on various members cars. Anyone having any ideas is to call Jim.

There was discussion about getting a video library together. Sam Halikas is going to videotape valve adjustments for the library.

OTHER: Bob Mains mailed thank you notes to everyone who donated door prizes to the Y2K party. Bob stated that the party was a great success and was well attended.

Jim Van Order made mention that dues are now due and that 50% of the membership has now renewed.

Murry Mercier passed out fliers to the Arthritis Foundation Show which will be held on July 7 and 8 at the MetroCenter in Dublin.

The next meeting will be held on March 7 at 7:00 p.m at Donato's Pizza in Reynoldsburg.

Those attending the meeting enjoyed pizza and each other's company.

There being no other business, the meeting was adjourned.

Becky Hartley

Secretary

Buckeye TRIUMPHS Financials

BUCKEYE TRIUMPH FINANCIAL STATEMENT 1999 & 2000 YEAR-TO-DATE

	EXPENSE	INCOME
DUES 1998 & 1999		1,700.00
DUES 2000 YEAR-TO-DATE		705.00
TOTAL DUES THRU 2/16/2000		2,405.00
MEMBERSHIP, POSTAGE, CLUB STARTUP	564.98	
POSTAGE, NEWSLETTER	213.40	
BANK SERVICE CHARGES	70.51	
CLUB CANOPY	190.34	
CLUB BANNER	132.19	
OTHER MISC. EXPENSES	74.26	
TOTAL EXPENSE THRU 2/17/2000	1,245.68	
MEMORABALIA AND SHIRT FUND		
SHIRT AND LOGO SALES	1,073.00	
SHIRT AND LOGO EXPENSES	(1,366.64)	
NET INVENTORY ON SHIRTS	(293.64)	(293.64)
NET BALANCE 2/17/2000		865.68

BTC Events List

Contact: Ron Fowler triumph@ameritech.net

Next BT Meeting Tuesday 3/7/00:

We will meet at Donato's Pizza, (1815 Brice Rd. at the NW corner of Livingston, 861 0211) at 7:00 PM, come early to order pizza. We will meet in the reserved room downstairs. A major topic of discussion will be the planning of BT activities and events for 2000. Bring your suggestions and ideas to share as we construct the BT 2000 calendar

BT Driving Event / Tech Session

On our calendar for March 18th, we are planning a 'driving' / tech event. If the weather permits, bring your car out for a drive to 'Sam's Garage' on 5033 Worthington-Galena Rd. near Galena.

Triumph Events 2000

The following is a work in progress of future events that may be of interest to BT members. All dates and times are subject to change - watch for future updates! Please feel free to send additional info and dates to me and I will update to the membership.

Contact:

Ron Fowler triumph@ameritech.net or 614-833-6885

Date	FUNCTION	CONTACT
APRIL		
16	British Swap Meet, Ancaster, ON	Don 905-765-1317
16	Cleveland Sport Car Alley Rallye, Cleveland, OH	Dave 440.729.4024
28-30	All British Gathering - Winston-Salem, NC	Ralph 704/844-2622
MAY		
6-7	British Car Day, Richfield Holiday Inn, Richfield, Ohio	Doug Braden braden.13@osu.edu (614) 878-6373
13	RiverRun, Columbus, OH A 300 mile tour from Columbus	Eric Jones 740.363.2203
13	Classic British - Williamsburg, VA	Dan 757-229-4267
20-28 BRITISH CAR WEEK - DRIVE THEM EVERYDAY		
19-21	Carlisle Import-Kit/Replicar Nationals, Carlisle, PA	Becky and John Hartley jhartley@frognet.net (740) 753-1066
19-21	Beech Mtn Hillclimb SCCA, Beech Mtn, NC	800.468.5506
21	British Car Day XVI at Easton, Columbus, OH	Tony 614.899.2394
26-28	BCD - Champaign-Urbana, IL	Gary 309.663.5372
27	Brits are Back - Shippack, PA	Chip 610-222-0180
JUNE		
2-4	Susquehannock Trail Pro Rallye, PA	
4	Lake Erie British Car Show-Swap Meet, Toledo, OH	Ed 419.865.9790

Date	FUNCTION	CONTACT
4	Michiana British Car Day, South Bend, IN	Randy 219-294-8950
4	Ypsilanti Orphan Car Show, Ypsilanti, MI	Jack 734.482.5200
4	Sports Cars & Vintage Auto Festival, Rochester NY	Phil 716-225-5939
9-11	Ohio MGT - GOF, Newark, OH	Will 740-344-1069
11	Heartland MG Regional, St. Joseph, MO	Rob 816-795-2475
15-18	Triumph Register of America National Meet	Becky and John Hartley jhartley@frognet.net (740) 753-1066
18	Stan Hywet Classic Show, Akron, OH	330/836-5533
23-25	Sprint Vintage Grand Prix, Mid-Ohio Race Course, Lexington, Ohio www.midohio.com	Tickets: 1-800-643-6446
JULY		
1-2	Mini Meet, Montreal, Canada	
7-8	Arthritis Foundation 18th Annual Len Immke Classic Auto Show and Cruise-In, Dublin Metro Center, Dublin, Ohio - Triumph Show within a Show!	Contact: Murry Mercier trsixer@yahoo.com (614) 888-0838
7-8	Mad Dogs BCD, Kalamazoo, MI	Richard 616-968-6576
15	London-Brighton Run, Indianapolis, IN	Don 317-887-3867
16	BCD Cincinnati, OH	Dale 606.384.1345
17-22	NAMAGR GT25, Morgantown, WV	Jeff 440.355.6464
18-21	GOF Central Mk XXII, Duluth, MN	Greg 513.523.3720
23-27	Austin-Healey Conclave, Indianapolis, IN	Jim 317-577-3005
26-30	Canadian Classic-Toronto Triumph, Bowmanville, ON	Cheryl 905-576-0817
28-30	Central Ohio MG Tour to PA, Columbus, OH	Bill 614.864.2121
28->2	Austin-Healey Tour - Indiana & Ohio	
	Vintage Racing Festival, Mosport, ON	Ed 416/741-4168

Date	FUNCTION	CONTACT
	BCD & Vintage Grand Prix; Pittsburgh, PA	Jim 724/929-8187
AUGUST		
2-6	VTR National Convention, Portland, Oregon Info: www.portlandtriumph.org/vtr2000.html	Ron Fowler triumph@ameritech.net (614) 833-6885
4-6	British Cars of New England - Westminster, MA	401/539-2879
5	British Car Day XIV at Shaker Square, Cleveland, OH	Tony 614.899.2394
5	British Car Day 2000, Eastwood Metro Park, Dayton, OH Hosted by: MG Car Club - SW Ohio Centre and MiamiValley Triumphs Info: Skip Peterson MGBSkip@aol.com	Bruce Clough clough@erinet.com (937) 376-9946
11-13	TRF Summer Party, Armagh, PA MG is the featured marque for the 2000 Summer Party Info: www.the-roadster-factory.com	Ron Fowler triumph@ameritech.net (614) 833-6885
12	Central Ohio MG Tour	Rob 740.549.2416
16-20	Austin-Healey Encounter, Valley Forge, PA	Ray 215-699-8355
17-20	Abingdon Summer Party, Abingdon, IL	Jim 630.858.8192
	Jaguar Concours, Cleveland, OH	Jerry 440/238-0782
	BCD, Lancaster, PA	Jim 717/292-0579
SEPTEMBER		
7-9	NAMGBR V8 Register Meet - Cleveland, OH	Kurt (440) 331-4205
8-10	Press On Regardless Rallye, MI	
8-10	NE MGT Register GOF, Ohio	Phil 419.294.4605
9-10	British Car Meet - Palo Alto, CA	Rick 310/392-6605
10	BCD, Chicago, IL	Jim 630.858.8192
10	Battle of Brits, Sterling Hts, MI	Sue 810/979-4875

Date	FUNCTION	CONTACT
17?	BCD at Alpine Valley, Cleveland, OH	Wayne 330/854-5502
16-17	British Car Day 2000 – Toronto Triumph Club Bronte Creek Provincial Park, Bronte, Ontario, Canada Over 1,000 British cars on display!!! The Fowlers will be going.	Ron Fowler triumph@ameritech.net (614)833-6885
21-24	NE MGT Register GOF, Rochester, NY	Len 330.653.3608
23	Southeast Classic Healey Meet, Myrtle Beach, SC	
29->1	British Motor Days- Lotus Feature, Indianapolis, IN	Don 317-887-3867
30	Johnny Appleseed Rallye, Cleveland, OH	
30	MGs on the Rocks – Baltimore, MD	Richard 410/817-6862
?	6-Pack Trials 2000 Trials Rockford, Ill. Kevin Andrews Info: keina@emji.net http://members.xoom.com/6Pack/6-pack.html	Murry Mercier trsixer@yahoo.com (614) 888-0838
	Moss Fallfest, Dover, NJ	Moss 800/431-2496
	Colorado Conclave, Arvada, CO	Brian 303/755-1399
	Fall Swap Meet, Carlisle, PA	717/243-7855
	BCD; Hartwood Mansion; Pittsburgh	412/653-5796
OCTOBER		
2-8	SCCA Valvoline Runoffs, Mid-Ohio Race Course, Lexington, Ohio Info: www.midohio.com Tickets: 1-800-643-6446	Bob Mains ims_mains@ode.state.oh.us (614) 890-7767
14	Torey Pines Concours, LaJolla, CA	619.642.7469
20-21	Lake Superior Pro Rallye, MI	
21	Central Ohio MG Fall Tour	Larry 740.344.2025
	SCCA Runoffs - Mid Ohio, Lexington, OH	1-800-MID-OHIO
NOVEMBER		
11	Thumbs-Up Rallye, MI	
	British Car Autojumble- Toronto, ONT	416/533-MGMG

Date	FUNCTION	CONTACT
DECEMBER		
2-5	Land's End-John O'Groats, England-Wales-Scotland	

Buckeye TRIUMPHS REGALLIA

Golf Shirts –Outer Banks - 100% Cotton \$35.00
 Style 17434-Solid body color with Collar of contrasting color

- Wine, with Navy Blue
- Spruce, with Navy Blue
- White, with Black
- Navy Blue, with Green
- Oatmeal, with Green

Style 17489-Solid body color with a striped Collar

- Spruce, with Blue Stripe
- White, with Black Stripe
- Black, with Red Stripe
- Red, with Blue stripe

T-Shirts - Lt Grey Cotton \$14.00
 BTC Logo - front
 Large Wreath Logo - back

Patch Embroidered Logo \$10.00

Buckeye TRIUMPHS Logo \$10.00
 – Embroidered on your article

Select your favorite jacket, shirt or bag since the logo can be added to almost any cloth article at a cost of about \$10.00. Send or bring your articles to Bob Mains. Turn-around is usually about 2-4 weeks. (Names or lettering can be added for additional costs).

Murry's Moment

Triumphant ones,

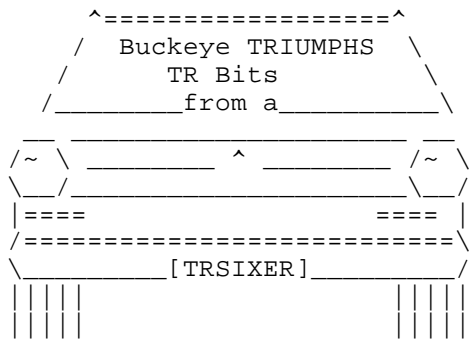
I come to you, humbly with Triumph hat in hand, to correct a grievous omission... In the last TRBits I failed to list and thank John Thomas for his creative efforts. John constructed the classy monument to the TR4s in our club... sorry John I owe you a pint or something like that.

TR6 Clutch Assy:

I have included below a reprint copy of a discussion of the parts which make up the 'magic clutch' sold by TRF. Many of the TR6 drivers have found this upgrade to be a cure for a problem in our sixes.

Dues: Have you sent in your 2000 dues? Check website for form if you need to update your membership data.
<http://nextek.net/BuckeyeTriumphs>

Hope to see you March 7th ...



Date: Wed, 29 Dec 1999 13:18:37 -0500
 From: "Robert E. Matthiessen"
 <r.matthiessen@intest.com>
 Subject: Re: TR6 THROWOUT BEARING

Mitch,

Here is an email I saved regarding the heavy-duty throwout bearing. Being lazy, I bought the whole kit from TRF. It's been in my 69 TR6 for about a year and works great.

Bob M.

The TRF Magic clutch is a combination of parts from various other cars. Below is an email describing the clutch.

Later,

JHD IV

Hi Folks,

A few weeks ago, I put a message on the list asking for recommendations for good machine shops in the San Jose, CA area and asking if anyone knew the specifics about the "Magic Clutch" that TRF sells (since they are so circumspect about it and charge a small fortune for it, along with requiring you to completely replace all the parts internal to the bell housing if you want it guaranteed). Anyway, I got

some good messages steering me to good machine shops, <thank you !!> and some messages asking me to tell them if I found out the specifics RE: the clutch. However, no messages with anything specific about TRFs clutch kit. I found this really strange - TR people are usually inquisitive by nature so I thought somebody surely would have taken the time to "reverse engineer" the kit contents - especially since TRF readily admits that the idea was not their own in the first place, but instead came from two gentlemen in Florida. Not being easily discouraged, and having free lunch hours to make long distance calls and burn the internet links, I decided to find out the answer.

What follows is the compiled data from my study - I do not have any interests in any of the companies listed below.

1. Clutch Release Bearing (or Throwout Bearing): The bearing to use is the throwout bearing for a 1975-1986 Toyota Landcruiser. This bearing has a Beck-Arnley/Worldparts part number of 062-0898. Other part numbers it is listed under are "RCT52S", "RB-0203", and "046", but you can just ask for a 1975-86 Landcruiser Throwout bearing and you will get the right part. It is a larger OD than the stock TR-6 T/O bearing, but the ID is the same, so it presses onto the stock TR-6 carrier/sleeve. Shop around for the best price - I was quoted from a low of \$40 to a high of \$80 for the exact same bearing.
2. Clutch Pressure Plate: The Pressure Plate to use is the SACHS pressure plate for a 1979-1991 Saab 900 w/non-turbo 2-liter engine. This has a Sachs part number of SC436, and a Saab/Metrix Parts part number of 87-28-123. When you buy this make sure you are getting a Sachs part - Borg&Beck and Sachs were used interchangeably on the 900 series and the Saab part number does not distinguish between the two brands. If you get a Borg&Beck you are getting the same part that you (most likely) just took off your TR-6. The best price I found was from "The Parts Guy" (phone 800-874-1850 - P/N SC436, \$49.95 + shipping).
3. Clutch Friction Disk: There is no Sachs friction disk for a TR - the Saab has a different input shaft. Use any brand you want - as long as its not Q-H (Q-H will probably work - they are just really poor on quality control).

Additional hints I gathered:

1. Hone or machine an addition .010-.020 of clearance off the inner bore of the throwout-bearing sleeve. Apparently at higher temperatures, it has a tendency to stick. Also install it with some high-temp grease.
2. Drill a 5/16" hole at a 90-degree angle to the retaining pin (offset from the pin - you don't want to drill through it) through the fork and rod, and install a grade 8 bolt and nut as additional insurance from the pin breaking.
3. Well that's it. Hope I didn't offend anybody - I was wondering if this info was like a Masonic oath or

something. Many thanks to the folks at Beck-Arnley/Worldparts, Metrix South, The Parts Guy, Midway Industries (Centerforce Clutches), Sachs-Boge of America, Saab, Toyota, Economy Imports, Olympic Imports, Auto Parts Club, and several folks who wished to remain anonymous - I could not have done it without your help, parts books, knowledge, and infinite patience.

Have at it !!
Hugh Barber
'73 TR-6
Santa Clara, CA

Classifieds:

These classifieds are free to BTC members, given, of course, that they relate to Triumphs, and are for private (not business) use. No, you cannot sell that old couch here! We'll run classified ads for two months, beyond that you'll have to ask for an extension. We have yet to establish a business ad policy, so if it's a business being run by you please be patient.

PARTS...PARTS...PARTS - Triumph and LBC parts available... New, Used & NOS... The Roadster Factory, Moss & Victoria Br. items at discount prices. Many common parts in stock.

Doug's Parts
614-878-6373
Braden.13@OSU.edu
<http://www.triumphparts.com>

For Sale:

TR6 Hardtop. Complete. No dents. \$500.

TR6 Hardtop. New. Rear window glass and some chrome pieces missing (available from TRF). Headliner must be replaced. \$700.

TR4/TR250 right front wing. New reproduction. These repros need a lot of work to fit. \$300.

Front and rear bumpers for both '73 and '76 TR6s.

TR6 Hood. Dinged at front and in center. No rust. \$75

TR6 Trunk Lid. Have two. One has luggage rack and some rust at rear edge, \$50. Second one has more rust at rear edge, \$ 25.

Trying to clean out the garage, shed, basement, etc. to make a few points with spouse. Have many parts from three TR6s junked over the years. Threw out body panels that were badly corroded and the parts that wear out. Have seats (need redone), suspension and dash components.

By the way - I'm looking for a pair of very good condition pre '73 TR6 doors.

Nelson Riedel, 740 587-2509, nriedel@nextek.net



Early TR Man

By Bruce Clough

Planning For The Spring Tour

Well, I was planning on a huge three-day event, but one of our good friends decided to retire from the Air Force that Friday, so we had to shrink this down to a single-day event so we can help his over-tasked family prepare for gobs of out-of-state guests. No matter, heck, if trends keep up that will actually increase participation!

We'll keep it on April 29th, leaving from somewhere southwest of Columbus, and we'll work tourist places between there and the Ohio River, having lunch at a winery in the Ohio River Valley that I never could seem to work into previous tours. Then back up the Scioto River Valley, returning back to the Southern Columbus area for dinner. As usual, I'll find some good roads, honest, and the food will be decent!. Look for gobs of details next month!

Insurance Up To Date?

I saw the following picture in our local paper, that paragon of journalistic excellence, the Xenia Daily Gazette:



AP Photo
Tony Naymen of Lacey's Spring, Ala. looks over his 1972 Triumph Spitfire and his 1978 Dodge truck Tuesday after two sassafras trees fell on them during a Monday night storm. Nayman had just finished restoring the truck and was about to begin restoring the other.

Obviously Tony's got a project ahead of him, but hopefully he's got insurance on it that will help him with this "Act of God". Not that God would purposefully target Spits, but then again, the electrical system was made by the "Prince Of Darkness"! Are your cars insured, and if they are, is the insurance up to date? If you have stated value insurance be sure that your appraisal is up to date. If you don't have any insurance, what are you doing on the road, dummy?

Holiday Party Was A Blast

We all had an excellent time at the first annual BT Holiday Soiree. Something was in the air that night. I got a table seat where I didn't elbow anyone (being the lefty I am), Bridgett enjoyed herself, and I managed not to pick up a single auto related door prize, choosing instead a stuffed animal for Bridgett & a bag of potpourri. On the way home we remarked that this was the best club awards/holiday dinner we had ever been at. I just have to include a picture of the "best" table there:



BT'ers having a blast at the "table with the most"

Now if I can only get Bridgett to smile for the camera! Hat's off to the BT crew for putting this together!

Bill Blake Move Over

I saw this ad in the Muscle Car Weekly.



1977 Triumph TR7, Tubbed, Small Block Chevy, Runs in the elevens, 118.25, For More Info Call \$5500 obo (937)323-9870 SPRINGFIELD RC7000005/00061141309

Wow, Springfield, right next door. Imaging showing up at VTR for the Gymkhana with this (right, I'd get laughed off the field...). I resisted the urge to call, but I pondered the possibilities for the TR4. I know where there is an extra 390 sitting around with a nice 9" rear. What would this look like in the TR4?

And Now For Something Completely Different: A Recipe!

I've been reminded from time to time that I don't put in enough stuff for non-Triumph nuts in BT. Hmm, seems to me that maybe what is needed is more remedial Triumph-Appreciation classes to overcome this, but anyway, I thought I'd use this recipe we got from our neighbors based on conversations during a progressive dinner:

"Since I got some compliments on the peanut butter pie, thought I'd send you the recipe."

Peanut Butter Pie

Ingredients:

- 1 - pie crust (I use Pillsbury - fold out kind)
- 1 - 8 oz. pkg. cream cheese
- 1 C peanut butter (you can use crunchy or smooth, I used smooth)
- 2 C powdered sugar
- 1 - 12 oz. carton Cool Whip

Instructions:

Cream the peanut butter and cream cheese together, then add the powdered sugar and mix well. Add 10 oz. of cool whip and save about 2 oz. for topping. (I used a little less in the pie because I wanted a stronger peanut butter taste.) Put into your baked pie crust. Spread some cool whip on

top. Then add crushed peanuts over topping. Keep refrigerated. Enjoy!

From The "So That's Where It Started From" File



How about some BT'ers getting together and give me some cool captions for this, like: "This is how the Daimler SP350 really came about!", or "Chrysler sales came out on to MG for that year..." No prizes, but the laughs we get when we reprint them in a later newsletter!

See y'all on the road,
Bruce (Clough)

The ties that bind: Points about liquid threadlockers

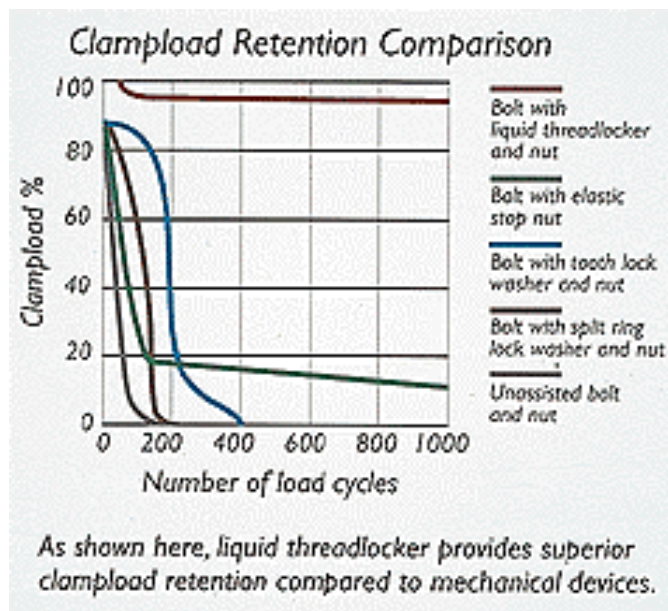
by Rick Skibba, Loctite Corp., Rocky Hill, CT –
Found on Hill Country Triumph Club web site
Visit them at: <http://exact.com/~hctc/index.html>

Bolts, studs, set screws and other threaded fasteners are the "ties that bind" industrial equipment together. Considering that fastener loosening is a leading cause of catastrophic failure in machinery, maintaining proper clamping forces is an important element in fastener effectiveness. Liquid anaerobic threadlockers are an excellent method of keeping fasteners firmly in place. Listed here are ten points that plant personnel should know about using liquid anaerobic threadlockers:

1. It's not just a bolt. The real function of nuts and bolts is to provide clamping force to hold two components together. If that clamping force decreases, the fastener begins to slip, and failure becomes inevitable.
2. Thread space is the enemy. There can be as little as 15% metal-to-metal contact between the threads of a nut and bolt. The empty space leaves room for movement that leads to self-loosening and loss of clamping force.
3. Side movement causes failure. Fasteners work loose for complex reasons, but a key cause is side movement. Bolted surfaces can slide sideways as a result of thermal expansion, bending of the assembly, impact or vibration. As this happens, the bolt takes on a rocking motion that causes the threads to wear against

each other. In time, the bolt becomes almost frictionless, and the threads can easily unwind.

4. Threadlockers stop all kinds of movement. Liquid anaerobic threadlockers attack the root cause of loosening by filling spaces between the threads, thus stopping sideways, rotational, tipping and other motion. Once in place, the liquid cures in the absence of oxygen (hence the term anaerobic) forming a solid, thermoset plastic. The result is a secure, one-piece assembly that will not loosen under stress.
5. Sealing stops corrosion. By sealing between thread spaces, threadlockers keep out air and moisture that can cause corrosion - another common source of fastener failure. Because they are chemical resistant, threadlockers seal effectively in contact with most fluids, gases and solvents used in industry.
6. Threadlockers hold better. In tests on a transverse shock and vibration machines, liquid threadlockers drastically outperformed mechanical locking devices (see right). Bolts secured with threadlocker retained nearly all their clamping force after more than 1,000 cycles. Mechanical devices began to fail almost immediately.



7. Better performance costs less. Mechanical locking methods are effective to some degree, but are difficult to justify based on cost. A special nut or washer can cost up to four times as much as an application of liquid threadlocker. Mechanical devices also require extensive and costly inventories to keep the right kinds and sizes (SAE and metric) on hand. Three or four kinds of threadlocker - easy to carry and color-coded - serve the same purpose.
8. It will come out. All threadlocked fasteners can be removed. Different grades of threadlocker can be used depending on the job. Fasteners secured with low- and medium-strength grades can be removed with common

hand tools. Those secured with high-strength grades can be removed by applying heat for a specified time (e.g., 450° F for five minutes).

9. Threadlockers ease assembly and disassembly. When wet, threadlockers lubricate fasteners, allowing proper, consistent assembly tightening and torque. When cured in place, threadlockers stop corrosion, thus preventing seizure and allowing for ease in disassembly.
10. There is no "downside." Liquid threadlockers are not just for certain specialized uses. They perform effectively on fasteners and threaded assemblies of any type and size, in any kind of equipment.

Consider the "TRIUMPH SPOUSE"

Date: Fri, 21 Jan 2000 16:44:00 -0000

From: "John Macartney" <jonmac@ndirect.co.uk>

Subject: Re: Triumphs versus Wife - longish

Listers:

At the risk of hacking this thread to death (I'm only on Digest now) I thought the following might be of interest and amuse. In April of last year when I edited the Triumph 2000 Register magazine, we had two letters from long-suffering wives under the heading "Consider the Triumph Spouse." I've done a copy/paste from the original file - hope you enjoy and I can confirm both letters are entirely genuine. One or two very slight modifications to overcome possible misunderstandings on language terminology. Enjoy

Jonmac

When I offered the opportunity to contribute to this 'little corner' in the last issue, I greatly doubted anyone would respond - and certainly not from outside The Register. Just goes to show how wrong you can be!

Dear Mr. Macartney,

At long last, someone (you) has realized we exist! I ought to say that my husband doesn't belong to the Triumph 2000 Club - we're members of ("Triumph hmm hmm hmm Federation" - Ed) and I came across your request when I was having coffee with a girlfriend. Her husband is one of your members.

She and her other half had seen your request for the 'domestic' view in your magazine and we compared notes about our own 'little boys.' Mine is 42, though I do have the real version that is eight. Ever since last September, my husband has been talking about adjusting the headlamps on his car. I don't know why they needed adjusting - they looked all right to me. Apparently all this had to be done at night, shining the lights against the garage door, which, I'd like to mention, I'd painted on one of the few sunny days of last summer! You can imagine I didn't take kindly to him putting pencil marks on it, even though I do know they'll rub off.

Anyway, if I'd called him once that night to say that supper was ready, I'd called him half a dozen times. His grandmother was with us for the day and she likes her meals promptly. But No, it seemed it was quite alright for our meal to spoil as the lights were obviously more important, until a friend with a Spitfire rang, to talk about something called tappets? (rocker arms for valve clearances JM) I've heard about those but I don't know what they do. That got him in - and after a VERY long call, we sat down to eat. This was after he'd washed his hands and used my last clean drying cloth to dry them, leaving a considerable amount of oil and dirty washing up liquid on the material in the process!

When the meal was over and cleared away, I sat down to watch TV - but the doorbell rang. It was our neighbor to say he'd noticed the car lights were on and my husband wasn't doing anything to them. He said perhaps something ought to be done, as the light from the lamps was now very dim. Big panic! Husband shoots out to the garage to get a battery charger he'd bought the day before at a farm sale and found the lead wasn't long enough. What did he do? Used the extension reel I use for my iron! For reasons I can't understand, he then plugged it in my laundry room, though there is a plug in the garage.

I should add that the day before, my eight year-old had brought his two gerbils in from the garage in their cage. He said my husband had told him they were "in the way" there, and as we're now into the depths of winter, they might die of cold. I don't like having gerbils in the house and the day they arrived, I'd made it VERY clear that they'd have to live with the Triumph in the garage. I ought to say that once upon a time, my car was in there - but not now.

Anyway, the battery is put on charge and then the same Triumph friend rings again because his tappets still aren't tapping, or something. I called to my husband through the hall window to say he was wanted. He rushed into the house again (why are tappets more important than a hot meal?), tripped over the cable out of my laundry room, which in turn pulled the gerbil cage on to the floor with a crash of breaking glass - and the gerbils escaped.

He hadn't realized this and thought they were still trapped by the upturned cage. My son, who by this time was in the bath having his hair washed, heard the noise. He came rushing downstairs, stark naked, soaking wet, hair full of shampoo and rushed into the laundry room. His arrival there exactly coincided with our cat killing the remaining gerbil. The other one (thank god) escaped out of the door into the garden!

You can imagine the fuss and uproar. An hysterical son, broken glass and protests from husband that he can't hear the situation with the friend's tappets. After my son's weeping is a little more under control, I find my Grandmother in law, standing in our lounge in her hat and coat, saying she thinks she ought to go home and can I take her?. She's very deaf, her hearing aid doesn't work well and that means I have to shout at her in order to make myself

heard. That made her think I was having a go at her - and she shouted back at me.

And all because of some headlamps!

I've got a number of other stories - and the way things are going, I might just start to tell them to anyone prepared to listen. Washing out a back axle in paraffin (kerosene) in my kitchen sink is a good one for starters. I think your idea of giving space in your magazine for Triumph Widows is excellent but the lunch is now late, because I've stopped my housework to sit down and write this.

My girlfriend told me her husband kept her awake recently, (Oh, really? Tell us more) talking about the results of some sort of survey and his bedside light was on until one in the morning. When she'd eventually struggled off to sleep, he then woke her up to say he thought he ought to use an additive! (For the pending demise of leaded fuel in the UK)

We both laughed at that - he is over forty, after all. You have my permission to print this in your magazine if you think it's worth it, but please don't print my name. We'd never live it down in our Club if it became public knowledge.

I'll just close in saying that my husband loves his car and it makes me so happy to see him playing with it, but there is a limit. My girlfriend and I think all of you Triumph fanatics must have missed something in your childhoods - but it's clear you're all having fun - and no, I don't mind making the sandwiches for our picnics. Yours sincerely

(Name withheld)

AND HERE'S ANOTHER ONE !!!

One of my husband's "alternative" therapies for relaxation is rebuilding automatic gearboxes.

Anyone who knows anything about this particular pleasure will know that you need a clean environment to carry out this task and what better than the stainless steel draining board in the kitchen!! It is also quite a time consuming procedure and has to be fitted in with work and other Triumph related pursuits..... so 3 days later!!!!

How many other Triumph widows find their annual holidays have to revolve round "The National" or "STER" in order for husband get another Triumph fix? In 14 years of togetherness we have, after a great deal of cajoling and bribery, had only 2 Triumph free holidays. So no prizes for guessing where the holidays are going to be this year - yeah, Montrose !!! (location for the 1999 National Meeting)

(Name withheld at contributor request in the interests of domestic harmony)

Buckeye Triumphs – February 2000

Don't forget to visit us at

www.nextek.net/BuckeyeTriumphs

Buckeye Triumphs Newsletter – February 2000

Next BT Meeting Tuesday 3/7/00:

At Donato's Pizza, (1815 Brice Rd. at the NW corner of Livingston, 861-0211) at 7:00 PM, come early to order pizza. We will meet in the reserved room downstairs.

BT Driving Event / Tech Session

March 18th, we are planning a 'driving ' / tech event.

If the weather permits, bring your car out for a drive to 'Sam Halkias's Garage' on 5033 Worthington-Galena Rd. near Galena. We will be adjusting valves!

Buckeye Triumph Club

P.O. Box 584

Lithopolis, OH 43136-0584

