



Jim VanOrder - TR3



Mark Mortine - TR250

Buckeye Triumphs Newsletter

Visit us at: www.nextek.net/BuckeyeTriumphs

HOT FLASH – January Event BT Survives the new Millennium!

First Annual Holiday Party
By Murry Mercier/Jim VanOrder

On Sunday evening January 9, a hearty group of Triumph Enthusiasts numbering 56 assembled at the Bravo Italian Kitchen to inaugurate the Buckeye TRIUMPHS Holiday Party tradition.

A robust thank you to all that made this first Holiday Party a Resounding Success.

Thanks to KC for arranging for the use of his fine restaurant, and for the outstanding Hors d'oeuvre (the Calamari was sumptuous) and for the Gift Certificate and clothing items. KC and Devra could not attend due to a death in Virginia. Our sympathies to them and to their family.

The evening began with a mixer game (thanks to Gayle VanOrder) whereby we were tagged (on our backs) with a name of a famous individual. We were expected to ask a yes/no question of our fellow attendees to determine who we were. 'Real' nametags were designed, produced and distributed by Bruce Miles so we would know who we were speaking to. This activity was ably orchestrated by Party Host & Hostess, John & Becky Hartley. And the winner was... Ruby Hartley.

Master of Ceremonies David Hutchinson kept things moving as he tested us on English/American car terminology. I heard lots of moans and 'yeah I should know that' s... David, let's try this again at a later event. And the winner was... ????????

Thanks to the 'artists' who created the unique table decorations (they set a high standard which will be tough to beat, next year):



John Thomas - TR4



Nelson Riedel - TR6



Matt Merz - GT6



John Schilling - Spitfire



Ron Fowler - TR7/8



A variety of door prizes were distributed through out the evening

Thanks to:

Bakers NAPA, Pataskala, Ohio
Doug Braden - Doug's Parts
John Huddy/Ted Schumacher - TS Imported Automotive
John Swauger - The Roadster Factory
Mark Uhlig - 6-Pack
Chuck Kurtz - K Speed
Steve Miller- Concept Wear
David Hutchinson - NAPA
David Hutchinsons - Kroger, Marion
Bill Blake – A.E. Kayes Co.
Gayle VanOrder
Charma Huddy
Jacqueline Mercier

There are many in the membership, officers and committees who work in the background to make BT events happen, a big THANK YOU to you all...

Lets all work hard and have fun in making our second year 2000 as successful as the first year.

GO BUCKEYE TRIUMPHS

Editor's Corner

As I sit here to pull this newsletter together, I'm in Cleveland Ohio on a business trip and there is 3-6" of new snow since I started this morning. I want it to be spring.

Perhaps first an introduction to those of you that I have not yet met.

A *new* Bruce has taken over the reigns as newsletter editor. My name is Bruce Miles and I live with my son Ryan and wife Kim, who, because she loves sailboats as much as I love Triumphs, has never before been seen prior to the Y2K survival party! (yes, Gayle, she *does exist*) We live and have our consulting business office in Granville, Ohio.

I have loved British cars since we were in college at Miami University in Oxford, Ohio. I worked with a fellow at ARMCO Steel in Middletown as an intern, he had an MGB and he made it his quest to find a LBC for me. We bought a 71 TR6 just before graduation in 1977. It was a blast to drive, we even drove off in it after we got married, but I had some wild idea about owning a Jeep CJ. Big mistake.

Ever since losing the '71 I've kept my eyes open for another. About 3 years ago (shortly after my 40th birthday) I saw an auction listing in the Columbus Dispatch for a used car auction. At the bottom, after about 30 or so used "Detroit" items sat a 1972 TR6. Showed the ad to Kim, got permission to take \$2000 out of the savings account (cash only at the auction) then mentioned it to my then 13-year-old son Ryan. (Strict instructions from Kim not to go over \$2,000)

When the day came we went to the bank and was sure to get the teller who's husband had a MGB. She wished us luck. Well to make a long story short we got the car for \$1,800. Pulled it home

on a 2-wheel trailer. On our way home we stopped in Granville at the local dairy bar and showed it to our friend that owned the place. He mentioned a neighbor that had "quite a few" of "those" cars and gave me the name of Nelson Riedel. What a way to meet Nelson. We live less than a mile apart.

As we pulled into our house someone else followed us in the drive, jumped out excitedly and proclaimed: "what do you have there?!!" This was David Hannah, who had A TR6 that he was doing a "frame up" on, a TR4, a Morgan and several other cars in storage somewhere. David lived less than 5 miles away. 2 wonderful resources right off the bat!

Ryan and I have spent many hours since under and around the '72. Ryan has become quite a mechanic over the last 3 years and I think that the TR experience has brought us much closer together. Ryan has even found a '74 TR6 for himself (but we'll save that story for future issues) and I am quite proud of him. (By the way – he's now got his permit, and in late December and Early January when the weather was nice we had to go on a few rides with him at the helm!)

Ryan and I have put over 12,000 miles on the '72 in the last 3 years. We met up with the BT crew at the Continent last year and have really enjoyed meeting all of you at our events.

Now back to business.

I suppose the first thing I should do is put out the call for articles from our members. If you have an interesting story of any technical advice please consider an article for the Newsletter. Nelson will then make it part of the Web site.

This issue is kind of at an odd time. It seemed that we should wait a bit after the Y2kParty and get it out in time for all who are interested to make the business meeting.

Speaking of the Y2kParty. What a great time. We have plenty of pictures. I hope that they come out OK in the newsletters

BMiles bmiles@INTInfo.com

Next Newsletter Article Deadline – 20 Feb 2000

A Quiz! – Who is this???



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 and Center of Triumph Register of America

Outgoing President's Note

I want to thank all those who helped form the club and all our new members who joined and believed there was a need for an All Triumph Club in central Ohio. We have been receiving very good feedback from the members from both email and personal phone calls. We are looking forward to increasing our participation in our monthly driving events and business meetings so that more of the members will have input into the running of the club.

Since one of our common goals is to pool our knowledge and help each other keep our Triumphs on the road, we will be working on increasing the technical help that individuals and groups of us can supply.

It was very gratifying to see the large number of members in attendance at the BT Holiday Party. Every couple or individual had a good time and delicious meal and went home with some type of door prize. Thanks to all of you for your help and support in the past year.

Jim VanOrder

President's Corner

2000 or Y2K to some of us - What a great year to be a member of the Best LBC Club in Central OHIO!

Buckeye TRIUMPHS!

As your President, I'll have the distinction and honor to represent you and our interests in Triumphs during a memorable year. I look forward to working with each of you as we enjoy our cars, attend our events, expand our friendships and grow our club throughout the coming year. I offer my congratulations to all of you on making Buckeye TRIUMPHS your club and supporting its growth through your membership, participation and creativity.

Many of you were able to celebrate surviving the year 2000 date rollover and the Holiday season at our party at BRAVO's on 1/9/2000. We also celebrated the completion of our first full year of activities as the Club for all Triumphs. There are several individuals who made this evening a success; please see Murry's TR Bits for more details and add your thanks to mine for the great time we had with many fellow members. Many sponsors and supporters were generous with their door prize gifts and nearly

everyone enjoyed a gift of their choice to take home. Please remember these supporters for your future needs. The outstanding efforts of the centerpiece constructors did not go unnoticed and some lucky attendees were rewarded with more Triumph memorabilia for their private collection or perhaps it will be recycled for next year's event?

The Early Bird Drawing, to prompt, recognize and reward the early payment of membership dues, was successful and over 20 early birds waited for the grand moment(s) as Ron and Ruby Hartley took the bait and got a \$25 gift certificate from The Bravo Restaurants. Please keep those cards, letters and renewal checks coming – and ask another Triumph friend to join this year.

The Year 2000 will be a busy time for all of us as we try to balance the demands in our lives and the choices we make to accomplish our goals. Let's all make a few of those choices be directed towards our enjoyment of family, friends and TRIUMPHS, together.

Hope to see you at the Business and Social meeting on 2/1 at 7pm. We'll be at Donato's Pizza at Brice and Livingston; come early and have a sub or pizza as we plan for the opportunities of the new year.

4th Quarter Financial Buckeye TRIUMPHS

4Q-Financial Report as of January 1, 2000

Bal (10/1)	\$898.78
Credits	700.00
Sub total	1598.78
Debits	1118.23

Bal (1/1)	\$480.55
-----------	----------

BTC Events List

Contact: Ron Fowler triumph@ameritech.net

Next BT Meeting Tuesday 2/1/00:

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

Triumph Events 2000

Date: Sun, 23 Jan 2000 13:47:55 -0800
From: Bruce Harding <britauto@europa.com>
Subject: VTR 2000 Convention Press Release
For Immediate Release

Re: VTR 2000
Date: February 2000

Please publish the following press release in an upcoming edition of your publication, newsletter and/ or website:

Looking for a unique vacation destination? Join the Portland Triumph Owners Association as we host the VTR 2000 National Convention in Portland, Oregon – August 2 - 6. Scenic tours, awards, a funkhana, autocross, raffle, photo contest, choice prizes, a delicious banquet and special surprises await you.

The magnificent Columbia River Gorge, a National Scenic Area, (www.columbia-river-gorge.com) will be the show backdrop for an array of breathtaking Triumphs. In addition, you'll enjoy outstanding accommodations at our host hotel, The Greenwood Inn, (www.greenwoodinn.com) located within minutes from Portland (www.pova.com).

Be sure to register by July 1st for a chance to win a free night's stay at this award-winning hotel (must make reservations at The Greenwood to be eligible).

As a special treat, all are invited to watch the autocross participants experience the thrill of driving Portland International Raceway, (www.teleport.com/~pir/pir), home to The Rose Cup Indy Racecar Series and numerous high profile driving events.

Sound like fun? Fill out a registration form on our website at www.PortlandTriumph.org. VTR 2000 won't be the same without you!

For more information or to register, contact:

Portland Triumph Owner's Association
61635 N.W. Agaard Road
Gales Creek, OR 97117
USA Phone: (503) 357-5640
Fax: (503) 359-0970
E-mail: raymarty@teleport.com
Web: www.PortlandTriumph.org

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
Feb 27th Chicago Annual All British Parts Swap Meet
DuPage County Fairgrounds in Wheaton, Illinois, 101
North of Rt. 38 on County Farm Rd.

May 6 British Car Day, Richfield Holiday Inn, Richfield, Ohio

Contact:
Doug Braden braden.13@osu.edu (614) 878-6373

May 21 British Car Day, Columbus, Ohio
Contact: John Huddy jhuddy@columbus.rr.com (614) 846-2321

May 19-21 Carlisle Import-Kit/Replicar Nationals, Carlisle, PA

Info: www.ifounditcarlisle.com/events/events.htm

Contact: Becky and John Hartley jhartley@frognet.net (740) 753-1066

May ? Riverrun - A 300 mile tour from Columbus wherever Eric Jones wants to take us (it's a day of driving driving and a lot of fun)
Info: Eric Jones (740) 363-2203

Contact:
John Huddy jhuddy@columbus.rr.com (614) 846-2321

May 20-28 British Car Week - Annual week designated for British Car Owners to drive their cars for the rest of the world to see and enjoy.

Info: <http://members.aol.com/Trmgafun/britishcarweek.html>

June 15-18 Triumph Register of America National Meet
Contact: Becky and John Hartley jhartley@frognet.net (740) 753-1066

June 23-25 Sprint Vintage Grand Prix, Mid-Ohio Race Course, Lexington, Ohio

Info: www.midohio.com Tickets: 1-800-643-6446

Contact: Bob Mains ims_mains@ode.state.oh.us (614) 890-7767

July 7-8 Arthritis Foundation 18th Annual Len Immke Classic Auto Show and Cruise-In, Dublin Metro Center, Dublin, Ohio - Triumph Show within a Show!

Info: www.immkeautoshow.com/index.htm

Contact:
Murry Mercier trsixer@yahoo.com (614) 888-0838

August 2-6 VTR National Convention, Portland, Oregon

Info: www.portlandtriumph.org/vtr2000.html

Contact:
Ron Fowler triumph@ameritech.net (614) 833-6885

August 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

Contact:
Bruce Clough clough@erinet.com (937) 376-9946

August 11-13 TRF Summer Party, Armagh, PA

MG is the featured marque for the 2000 Summer Party.

Info: www.the-roadster-factory.com

Contact:
Ron Fowler triumph@ameritech.net (614) 833-6885

September 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.

Contact:
Ron Fowler triumph@ameritech.net (614)833-6885

September ? 6-Pack Trials 2000 Trials Rockford, Ill.

Info: Kevin Andrews keina@emji.net
<http://members.xoom.com/6Pack/6-pack.html>

Contact:
Murry Mercier trsixer@yahoo.com (614) 888-0838

October 2-8 SCCA Valvoline Runoffs, Mid-Ohio Race Course, Lexington, Ohio

Info: www.midohio.com Tickets: 1-800-643-6446

Contact:
Bob Mains ims_mains@ode.state.oh.us (614) 890-7767

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).

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.

FOR SALE - Austin A-1100, RHD, 4Dr., BRG w/tan interior. Drivable... good car to restore... access to parts, \$1,000 or best offer or trade for Triumph. Also... Misc. GT6 parts for sale from parts car. Shane Wedekamm, Parkersburg, WV 304-863-9354

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: The following parts are all used and in good to excellent condition. TRF\$ is the new or rebuilt part cost at the Roadster Factory.

Part	TRF \$	My \$
Wheels-4	\$160 (out)	\$100ea
Hood	459	200
Rt Frt Fender	269	135
Frt Bumper	149	75
Truck Lid, bottom	390 (out)	200
Steering Rack Asmbly	199 (Rbt)	75
Radiator	240(new)	125

Contact LARRY J. KASPER at (614) 291-3135

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

Winter Clean Up

I sure hope all had a very happy holiday season. I spent some of the time sprucing up our garage by hanging up old trophies and car posters, which then led me to add more lights, which led me to add more cabinets. Now I'm trying to decide where the hanging TV is going to go. It's actually somewhat nice not having a pressing restoration project staring me in the eye. Sure, I could always start restoring the rear axle area of the TR4, and our large land boat, the Park Lane, could use a better paint job, but that can always wait until warmer weather. The rear end repair is a several weekend thing, assuming that our favorite vendors have the parts, and wet sanding is better when the water doesn't freeze (hey, that's it - put in one of those hanging heaters like real garages have, that will keep me busy for a while). I guess I'm trying for that "lived in look", something more than the bland white walls, something like comes from a Giot's Garage Catalog - but don't wait for me to tile the concrete or buy a Porsche. It also helps get the trophies out of the basement and the car posters out of Bridgett's room. It also helps hide the nail pops! An extra-added bonus is all the new homesites made for wayward spiders. Sprucing up is just too much fun.

Striking The Balance

I was just thinking, about ten years ago we had seven TRs, one TR3, one TR3A, one TR3B, two TR4s, one TR4A, and one TR6 sitting around gathering dust. Now we only have a TR4, granted a good one, but only one TR. How the mighty have fallen. It used to be that cars, more specifically Triumphs, more specifically TRs, more specifically TR3s, were the focus of what I did. So what happened? Funny, I think I grew up. We built a house, had a daughter, and silly me, I was promoted a few times. I found out there is more to life than cars, and I also found out that being a Dad limits the available hobby time to damn near zero. I figure that this is just striking the balance. Will I ever let the pendulum swing back towards stacking the cars in the garage? Well, we had a scare this last summer when I bought the beater at TRA, but calm heads prevailed and the car has gone off to a new owner in New York. I think that we'll just keep it at one TR for now, and just enjoy the heck out of it.

Cars Of The Last Decade

Now that the year 2000 has come in, I have to reflect on some of the better TRs that I had that came and went over the last decade. As I scan back over this list, I'm surprised at how many I went through!

- 1957 TR3 TS20739L. This was the red small mouth that made it to several TRA Meets in the 80's, my first TR3. Nice



car, but after 10 years I was tired of it. I traded it to Digger Davitt (Desert Center TRA) for a TR2...

- 1954 TR2 TS1144L. I suppose being a member of TRA for a few years drove me in the passion to get the ultimate early TR, an early long-door 2. This was it, an Arizona car without rust, but needing everything else. I picked up TS981LO a little later to get all the early TR2 goodies and a few extra parts. I sold the remains of 981 plus a bunch of extra TR2 parts I had to Frank Ciboch, and started in on the car. Got the engine and frame restored and was starting in on the body when common sense prevailed and I sold the car to Steve Thornton. Why? Stay with me know since this might strike close to home for some... I stopped restoration since it finally dawned on me that spending \$35K-40K on a car worth \$15-20K while trying to start a family was somewhat silly. That was money better spent in a mutual fund saving for college. One of these days I'll get everyone's dander up and write about how we try to outdo each other in Concourse, and trace that back to trying to get females to procreate the species. However, all you need to know is that it finally dawned on me that I didn't need a concourse car to have a daughter.
- 1960 TR3A. I should have never sold this car. The car originally belonged to a Miami Valley Triumphs member who had it stolen. They recovered the car (knick-named "Teddy") years later, but it had been stripped of all the good parts, and the owner just didn't have the heart to restore it again. I traded him TR Stealth for it and restored Teddy into the TR racer I took to TRA at Cleveland in 1992. In the process of putting Teddy back together I ended up with a TR3B parts-car that was too nice to use for parts, so I decided to focus on that car and sell Teddy. Regret that one!
- 1963 TR3B. This car led me to sell Teddy. This is the Grey Ghost that I drove around VTR 91, TRA 92, and TRA 93. I bought it out of Edwardsville, IL, but picked it up in Champaign-Urbanna with a little help from Frank Ciboch. I did a frame-up restoration on this car, the last one I completed. We sold this car to help finance the renovations we made to our Kettering home, and what do you know, Frank Ciboch bought it. In fact, this Summer Frank will have it back out on the road with a fresh paint job. Nice to see some of my old cars still around.
- 1964 TR4. I bought this car in San Antonio in 1983 as a daily driver, and used it as one until 1986. I never did much to it except a repaint and general upkeep. It was getting a bit tired in the early 90's and I didn't want to embark on another ground-up restoration, so I sold it to another Miami Valley Triumph member who I knew would give it a good home. As far as I know he still has it tucked away in his garage waiting for that restoration while he restores VW busses!
- 1981 TR7 DHC. I got this since I wanted a more modern TR for Alice to drive. I was a good deal. We got it from a guy that sold us this car and most of a 2-car garage full of stuff for \$3500. The stuff we turned around and sold/donated (and we still have some in use) for a decent profit and I drove the car for a couple of years until I began to get worried about spending several thousand bucks worth of body work to make it nice, as well as that four cylinder engine self destructing without notice. I sold to Ron Fowler, who then swapped some parts out for his TR8s and sold it for a profit to another guy. This guy has since sunk way too much into it!
- 1964 Triumph 1300. Yes, a Herald! Remember the Official TRA 95 Meeting Command Vehicle, the "Hammerite-Green" Herald? That was it! I bought it off a Miami Valley Triumphs member, fixed it up, threw on the \$5 paint job (amazing what one can find at Odd Lots...), drove it for a couple of months, then sold it back to the guy who I bought it from. The circle remained unbroken.
- 1979 TR7 FHC. This we got since it seemed like a deal. A new car in dealer storage being sold for \$6500. Imagine, driving a "new" TR7 in the late 1990s. We bought the car in Akron and drove it home. Nice car? Well, the air conditioning worked fine. The car was unique in that it was new, but since it had an automatic transmission, it had the acceleration potential of a horse-drawn manure spreader. It reminded me of driving around an underpowered Honda, nice, but not my car. Becky Hartley liked it enough to take off our hands. In a way, I was sorry to see it go, but not!
- 1959 TR3A. I bought this car since I hated to see a good car go to waste. This car had a great body but needed help everywhere else. I managed to find a goods home for it, and I think it's still under restoration – the eternal restoration project.
- 1966 TR4A. This car belonged to another MVT member, and he wanted to get the junker out of his backyard. I drove it out of there and got it into our garage. I fixed the engine, fixed the floor and thought I could restore it until I really evaluated the frame. Toast, my friends, toast. I sold it in a package deal with the next car...
- 1964 TR4. I originally thought this was a parts car also, until I noticed that the frame was rock solid and the body was good. I wanted to restore it, but I had no time. Others did have time; however, so I sold it to one such as that with car # 10.
- 1963 TR4. The summer of 1990 saw another Miami Valley Triumphs member wanting to get rid of a junk TR4 in his garage. The only thing was this sucker ran! What could I do but pick it up, fix the wires made exclusively from telephone cord, and paint it camouflage? The TR4 Stealth was born. This guy lasted several months until I realized that it truly was a junker, so I stripped it for parts. Frank Ciboch ended up with the frame and just last month Frank sold it to the same guy that bought the TRA 99 auction car.
- 1974 TR6. Bought it to restore, ended out parting it out when I discovered the frame and body rot was too much to deal with. About \$2000 down the drain on this one. I owe Alice still for this mistake!

Ten years, over a dozen cars. This above record doesn't count the 10 junkers I picked up that were parts cars from the very start, oops, I suppose I should count the TRA 99 auction car in that, so make that count 11. I guess one good note of all the silliness

above is that I'm still married to Alice (talk about a saint), and that we still have the TR4, which, you will note, we came into the decade of the 90's owning! We're older now, wiser, and the days of \$200 restorable TRs are over. What will the future bring? Another TR? Probably not, but I think we might end up with a DHC Herald and probably another 60 Buick, but that's another story!

Spring Tour Update

I know I set the weekend of 15 April as the Spring Tour date, but I may change that to the next weekend to deconflict with the Bellbrook Sugar Maple festival – a fun time for all and out church might press us into work! This year I'm thinking of heading into Indiana, to Metamora for shopping and then down to Madison for the night (maybe at a Casino?). The next day we'll skirt Cincinnati to the south and maybe head to Augusta, then across the Ohio at Marysville like last year (but I promise not to stop and think that a Marysville shop would actually be open). For those that wouldn't like to start out early on a Saturday morning from Columbus, we'll be holding a reception at our house Friday night. You can stay here, or go to several nice B&B's in the area! More details as the time draws near.

What Should We Do About TRF? My Thoughts

No matter what the rumor mill is generating, it's obvious to this writer that TRF is struggling. Charles is quite candid about this, and is appealing to us to spend our money with him. His request for a \$200K operating capital loan struck me as extremely indicative of problems. I'm asking BT members to shop TRF when looking for parts. I know that some of you with cars that aren't TRF's main bread-n-butter, such as Spits, have had troubles in the past, so maybe TRF isn't your first choice. I know I try to shop TRF first (but of late every thing seems to be on back order). I also make it a point to stop by the Coventry Inn as much as possible (always for lunch driving to and from the East Coast), and the food has always been excellent. Many of us in BT have seen the rise and decline of TRF, and count the TRF staff as friends. I know that many have invested most of their prime years in TRF, and I'm not sure what retirement investments have been made, nor what employment opportunities exist if TRF isn't there, but I tend to be more pessimistic about these issues. Will prices go up due to lack of competition if TRF is forced to close? Not sure, but I don't think they will. Will the quality of parts go down? Again, unsure. Will a bit of the charm of the hobby die and bittersweet memories of "the old days" take some fun away? Well, for us TR freaks that have been around for a while, yes. So, I'm asking you to support Charles, John, Deb, Brian, Dolly, Dave, and the rest of the TRF staff (and the economy of a rural mountain community) buy sending your business to them.

Bruce

10 Best Tools of all Time

Author Unknown – Found on Hill Country Triumph Club

Austin, Texas

(512) 703-6553

Visit them at: <http://exact.com/~hctc/index.html>

Forget the Snap-On Tools truck; its never been there when you need it. Besides there are only 10 things in this world you need to fix any car, any place, any time.

1. Duct Tape - Not just a tool, a veritable Swiss Army knife in stickum and plastic. Its safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more in an easy to carry package. Sure, there's prejudice surrounding duct tape in concours competitions, but in the real world, everything from LeMans winning Porches to Atlas rockets use it by the yard. the only thing that can get you out of more scrapes is a quarter and a phone booth.
2. Vice Grips - Equally adept as a wrench, hammer, pliers, baling wire twister, breaker-off of frozen bolts and wiggle-it-til-it falls-off tool. the heavy artillery of your tool box, vice grips are the only tool designed expressly to fix things screwed up beyond repair.
3. Spray Lubricants - A considerably cheaper alternative to new doors, alternator, and other squeaky items. Slicker than pig phlegm, repeated soakings will allow the main hull bolts of the Andrea Doria to be removed by hand. Strangely enough, an integral part of these sprays is the infamous little red tube that flies out of the nozzle if you look at it cross eyed (one of the 10 worst tools of all time).
4. Margarine Tubs with Clear Lids - If you spend all you time under the hood looking for A frendle pin that caromed off the petal valve when you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas just so they can use the empty tubs for parts containers afterward. (some of course chuck the butter-colored goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.
5. Big Rock at the Side of the Road - Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop noisy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "made in India" emblem is not synonymous with the user's maiming.
6. Plastic Zip Ties - After 20 years of lashing down stray hose and wiring with old bread ties, some genius brought a slightly slicked up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur quality wiring from a working model of the Brazilian Rain Forest into something remotely resembling a wiring harness. Of course it works both ways. When buying a used car, subtract \$100 for each zip tie under the hood.
7. Ridiculously Large Standard Screwdriver - Let's admit it. There's nothing better for prying, chiseling, lifting, breaking, splitting or mutilating than a huge flat bladed screwdriver

particularly when wielded with gusto and a big hammer. This is also the tool of choice for all filters so insanelly located that they can only be removed by driving a stage in one side and out the other. If you break the screwdriver --and you will just like Dad and you shop teacher said--who cares if it has a lifetime guarantee.

8. Bailing Wire - Commonly known as MG muffler brackets, bailing wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concours contenders since it works so well you'll never need to replace it with the right thing again. Bailing wire is a sentimental favorite in some circles, particularly with the MG, Triumph, and flathead Ford set.
9. Bonking Stick - This monstrous tuning fork with devilish pointy ends is technically known as a tie-rod-separator, but how often do you separate tie-rod ends? Once every decade if you're lucky. Other than medieval combat, its real use is the all purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be use to separate Tie-rod ends in a pinch, of course, but does a lousy job of it).
10. A Quarter and a Phone Booth - See tip #1 above

Don't forget to visit us at

www.nextek.net/BuckeyeTriumphs



Pictures from the Y2K Party

Finally, Just a few pictures from our WebMaster, Nelson Riedel





**Buckeye Triumph Club
P.O. Box 584
Lithopolis, OH 43136-0584**

