



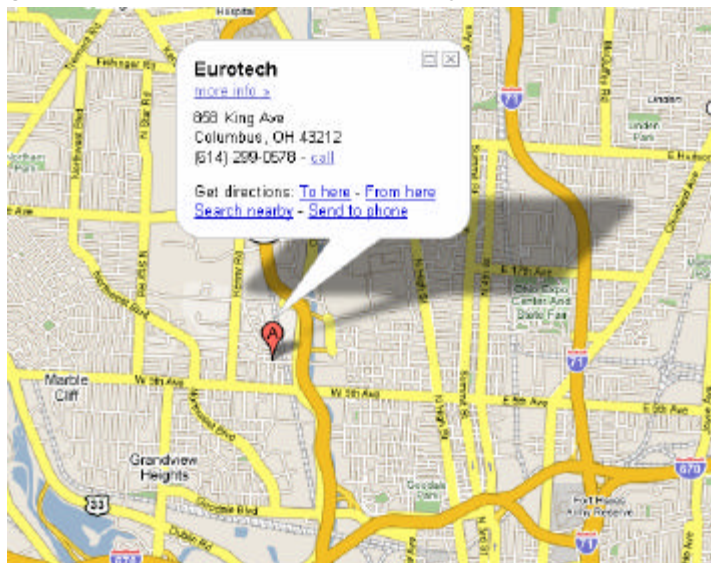
# Buckeye Triumphs Newsletter

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

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

## BT Meeting at Eurotech 6:00 PM

The first Biz and Social meeting of 2007 will happen, (weather permitting), this coming Monday night. We are touring Eurotech at 858 W. King Ave anytime after 6pm, to see an amazing micro body shop. Joe Propst and one of his senior techs will give us a tour and show us a very special Audi.



Eurotech has been the recognized leader in the mobile paint repair industry, (aka car dealer work), and this proprietary service is available to our club at the 5th Ave. location.

The Eurotech process is the cleanest, most aesthetically pleasing touch-up application available today. On site mixing provides a superior match at a fraction of the cost to repaint the vehicle at a regular body shop. In other words, if your classic car has a scratch, small dent, or any type of paint defect they can color match on site and blend it so you can't see the flaw anymore. They do this fast, unlike any body shop I have encountered. If you want to bring your car they can do an estimate while we are there, if you have a deep scratch, ding, dent or a section with mismatched paint they will look at it, even if it involves rust. They have done work for me three times over the years and

I feel it is some of the best money I have spent on my cars. I had some rust bubbles/dry rot on the lower front of the doors of my 1966 Mustang that they cut out and replaced and paint matched (think about matching acrylic enamel sprayed in 1978). They also detailed the car. I am still amazed at the result, they did this in four days. I had a small section of paint on the right door of the 914 which lifted up. It was like 1 by 3 inches and was hard to see but bugged me, they did this little job in three days. That paint was clear coat from 1977. Unreal work.

After Eurotech we can head over to the Brazenhead Pub at 1027 W. 5th Ave across from what was Ed Potter Mercedes at 6:30pm. Will, the day manager says we have the basement for the remainder of the evening. He says he will be there also. Last year they seemed to have forgotten... .everyone deserves a second chance.

For anyone who wants to go to the Brazenhead first it is open at 6:30pm for our club.

If you go to Eurotech first go west on King to Gerrard at the 7-11 and turn left, it comes out at the Brazenhead Pub.

See you Monday night,  
 Bill Blake, Events Committee

## BT Holiday Party

The Holiday Party was another fun evening - attendance was great and I believe all had a great time. Here are a few photos:



John Huddy had a "special" gift to exchange with John Johnson (be sure to ask him about it....)



**Editor’s Corner**

Well, if you wondered where Winter was, I think we found it. Sorry to be a little late getting this out, but I’ve been preparing to teach a new class on Excel Pivot Tables, and work trumped newsletter.

I’m writing to you today from Chicago. (you know, the Windy City) - the temperature is 0 with 30 mph+ winds The wind hurts. We are in Chicago for the annual Chicago Sailboat show at Chicago’s Navy Pier. It’s nice to look at boats and think of the summer.

I am here with Kim, my friend James and friends from Canada that we see when we cross Lake Erie. I am also joined by fellow club member Bob Mains. (who is also crazy about sailing) I attended the show yesterday (Friday) but one day at the show is enough for me, so I’ve been hanging out at the hotel and assembling the newsletter.

Just a side comment, the hotel that we are staying at is the Tremont Hotel, next to a restaurant called “Ditka’s” - and Chicago is all a twitter about the Super Bowl - I can only imagine how crazy this place will be tonight and tomorrow.

Bill Blake has an interesting visit planned for Monday’s meeting, the folks at Eurotech do (specialize in) “ding repair” - Bill has had some work done and has been quite satisfied.


I’m looking forward to the New Year and all of the coming car activities. As you know, Ryan graduated last summer and has been searching for a job since. As of the end of December, he is employed at Allen Refractories in Pataskala, OH. <http://allenrefractories.com/> He is “in training” to be an estimator. He’s living at home (for now) but is anxious to get a place of his own. He looked at a place in Alexandria that had a 3 car garage (what a surprise) - if you hear of any property in a 15 mile radius of Pataskala be sure to let us know!

Ryan has been busy refinishing the hulls on our 5.7 NACRA catamaran - he also has a rekindled interest in going fast on the water as well as on land. (If you go to [www.youtube.com](http://www.youtube.com) and search for NACRA you will see the kind of sailing that he is interested in.

I’ve been thinking of driving event for the new year, I’m kind of leaning towards a drive up to Kidron visit the “non electric” hardware store with a side trip south to Tom’s Ice Cream bowl. Please let me know what you think.

As a final mention, dues for 2007 are due - if you haven’t paid yet please forward your dues as soon as you can

When I first sat down to publish this first newsletter, I thought it would be “small” - but once again it has turned into a whopper - I hope you enjoy.

Bruce  [bmiles@intinfo.com](mailto:bmiles@intinfo.com) or [bmiles@buckeyetriumphs.org](mailto:bmiles@buckeyetriumphs.org)



Bill Blake was the recipient of this year’s “President’s Award” I know we all benefit from all of the things that Bill does for the club - and this honor is very well deserved.



Congratulations, Bill!

**President’s Corner**

It’s a new year and I’m looking forward to it. Although it is as cold as it can be, I take heart knowing that it will be warming up soon and we’ll be back in the LBCs again.

I want to thank everyone who came to the BT Holiday Party at the Buckeye Hall of Fame Café’ on January 20th. It looked as though everyone had a good time. Jim and Gayle VanOrder did a wonderful job organizing the event again this year and a big THANK YOU goes out to them.

As I said at the party, I want to thank all of the BT officers for making 2006 what I thought was a very successful year. Joe Lynch, Vice President, did a great job filling in for me when I couldn’t attend the monthly meetings. Jim VanOrder is our Treasurer and also someone I can always call on for advice. Bill Blake, the Events Coordinator has done a tremendous job with posting events on the BT calendar. Charma Huddy is our Secretary and is doing a wonderful job. Charma took over those duties from Margo Washburn midway through last year and it should be noted that Margo had been our secretary for over four years. Ann Gillman is the BT Webmaster and has done a great job keeping the BT web site current. And finally, Bruce Miles is our newsletter editor. As I said at the party, Bruce and his newsletter are the glue that keeps this club together. Again, thanks to all of the BT officers for making my job very easy.

Also during the BT Holiday Party, it was my great pleasure to give the President’s Award to Bill Blake. This award is given to someone who has done a fantastic job supporting Buckeye Triumphs during the past year and Bill did just that. I want to mention just a few things that Bill did for the club in 2006. As you know, Bill is the Events Coordinator, a job he took on in 2003, and he does a fabulous job maintaining the monthly events calendar. In addition to this, Bill helped arrange the tour of Tritex Upholstery Shop for the February meeting and Spartan Tools for the March meeting. Bill regularly attends the British Car Council meetings and is responsible for the press releases associated with the British Car Show. Bill is also a member of the Arthritis Foundation which sponsors the Len Emke Car Show and Cruise In held every July but also this year, helped sponsor the overnight stay in Dublin of the Great Race back in June. Besides all of this, Bill regularly contributes to the newsletter. Congratulations Bill.

Finally, I want to thank all of the members of Buckeye Triumphs for a great year in 2006. Your participation in the car shows, tours, tech sessions and the monthly meetings are what make this club such a wonderful organization. As I said earlier, I am looking forward to 2007 and another calendar full of car shows, tours, tech sessions and monthly meetings starting with next Mondays meeting at the Brazenhead Pub which follows a tour of Eurotech Micro Body Shop, again arranged by Bill Blake. Come to the meeting and bring your ideas and suggestions for upcoming Buckeye Triumphs events.

Cheers, Buck

**BT Minutes**

Nothing for this month - but we look forward to next month

**BT Financial Report**

**From:** Jim Vanorder [vanordergj@earthlink.net](mailto:vanordergj@earthlink.net)  
**Sent:** Saturday, January 27, 2007 2:50 PM  
**Subject:** Buckeye Triumphs Financial Statement

Buckeye Triumph Financial Report 12/31/05 Thru 12/31/06		
Balance 12/31/05		\$ 2,050.51
Receipts		
2006 Dues Received	\$ 825.00	
2007 Dues Received	\$ 780.00	
Net Regalia Receipts	\$ 104.50	
50/50 Receipts	\$ 77.50	
50/50 J. Thomas Scholarship Fund	\$ 240.00	
Int. Earned Bank	\$ 12.59	
Total Receipts Received Thru 1/31/2007	\$2,039.59	
Expenses		
2006 Holiday Party Expense	\$ 107.84	
2007 Holiday Party Deposit	\$ 396.65	
2005 Newsletter Last Six Months	\$ 552.91	
2006 Newsletter Expense	\$ 833.52	
VTR Liab. Insurance 2006	\$ 200.00	
2006 Great Race Arthritis Show	\$ 100.00	
John Thomas Memorial	\$ 142.18	
J. Thomas Scholarship Fund	\$ 240.00	
Club Meal Meeting Exp.	\$ 226.70	
Net Expense Thru 1/31/2007	\$2,799.80	
Balance 01/31/2007		\$ 1,290.30

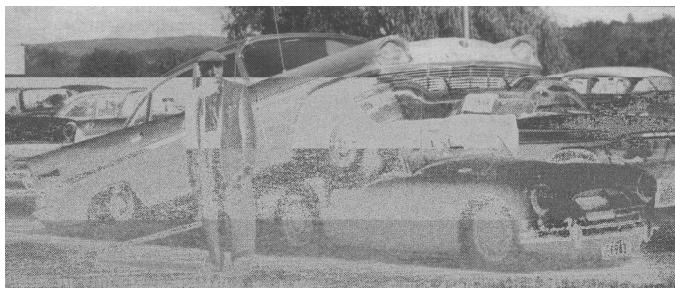


## The Adventures Of Some Guy Who Has Several Triumphs He's Not Been Able To Get To In Several Months!

### *Bruce Clough*

Sorry, Ray – I had your picture so I thought I'd use it – Folks, Ray Bolich sitting in his favorite concrete chair....

This is something new – since I've not been able to write for a few months I thought I'd just abandon the idea of separate Stag and TR7 related columns and just write "whatever – in fact, I think it will go back to be : On The Banks OF The Little Miami" , reflecting the fact that the creek running through our front yard (the Crooked Creek if anyone wants to know) has only about a ½ mile run before it empties into the Little Miami. Hmm, I need a picture for this...how about:



There, that's better! Not a TR, but close enough for government work.

This month I thought I'd put the wrap on the TR8 ebay sale, discuss TRA07, events for Miami Valley Triumphs, and put a thought in peoples minds on maybe holding a Reverse Roadster Factory Party (?!). First, catch up on the TR8 ebay sale, when we last left our intrepid here he was in the midst of selling off the car on ebay:

## *Ebay- What a Wonderful Place!: The Final Chapter On The TR8*

Let's see, where was I...Hmm, last time we left off I had stripped the car down to little nuts and bolts and was selling it off on ebay. My goal was to cover the cost of the car then buy a wedge coupe and stick the TR8 drive train in it. I think the profit (not really a profit if you counted my time) was around \$1100. Not bad, again if you didn't count my man-hours.

Then a funny thing happened. I had a silly thought. Why am I building a TR7V87 coupe? The reason turned out to be no reason. I was headed down the road to putting together another car the family could not ride in. Okay, regroup – do I really want to do this? It would be fun to drive – but so is the TR7. It would take a lot more time and money, money that would be better off spent on paint, clothes, Alice and mandolins – that's for sure, and there's that new deck we want to build, and the Stag needs a 2500 steering rack and new seat covers & padding... Okay, scrap the coupe idea...

...and it was a good thing I did since when I tore into the motor I found out it was pretty much a case of being better off finding a new one!

This opened up the gate to sell the rest of the stuff I parted out. This I did with reckless abandon, I got rid of all the stuff through ebay sales, personal visits, or finally dumping them to Ted. For an investment of \$615 I grossed much more than that out of the car (which actually was a loss given how many man-hours it took to rip it apart, but hey, it's a hobby!). I could have done more, but I needed the remaining parts out of the garage so I can work on my next project – a pretzel warmer Alice bought for her school sports events snack bar, she got it on ebay and it needs a little rebuilding (*we did rebuild it – I have another line on my resume now...*).

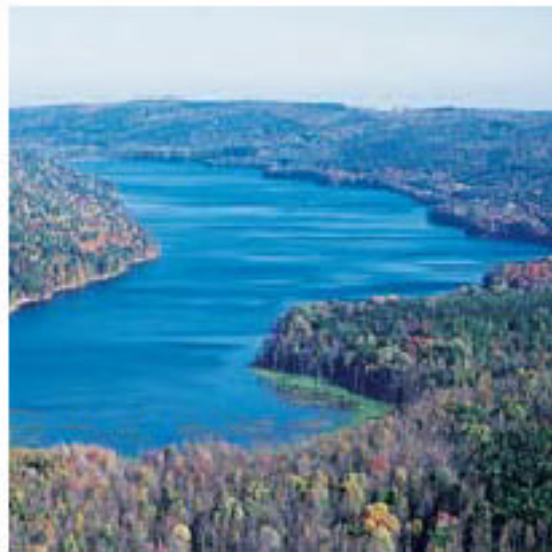
Would I do it again? No. I'll leave it up to the professionals to buy these things up, rip them apart, and sell them to me for a tidy profit. Hey, they need to eat steak also! I can now say that I've parted out every TR, from a 2 to an 8 (I did a 250 rather than a 5), and this one was the hardest to get apart.

**TRA 07**



The Triumph Register Of America Meeting 2007 will be in Geneva , NY, at the foot of Seneca Lake, June 13-17. That's right, Finger Lakes. Beautiful vistas, great wines, wonderful roads. I've been working on this as the TRA National Meeting Coordinator for a couple of years and thanks to the Jack's in Rochester we're going to Git'R Done! Head to the TRA Website to get an update, or bug me. I'm staring at the draft registration brochure now! We're running this one like last years – lots of tours and driving, no excuses for not blowing out the carbon! The hotel, the Ramada Inn at Geneva, is accepting reservations now- reserve now, that's right, get your finger off the TV remote and use it on your cell phone. ROOM RESERVATIONS may be made by calling the Ramada Inn directly at 315/789-0400 or 800/990-0907 Special Rate when you mention you are with the Triumph Register of America National Meeting. Our rates are: \$89 weeknight and \$100 weekend evening. Reserve early due to limited rooms. Those room rates for summer time in the Finger Lakes are hard to beat!

As the time gets closer to the meet I'll keep you informed, especially of the special driving tour I'm setting up getting there and back. Can you say vineyards and small inns? Like the trip to Branson only more wine and less heat, hopefully!



***Miami Valley Triumph 2007 Events***

Okay, you Buckeye Triumphs Folks can tune out here, but MVT members please read. I want to have a special meeting in January to work events. I want to set the dates for tours and lay in a few early tech sessions. I want to do this an hour before our normal meeting on the 3<sup>rd</sup>., so be ready to meet on this at 6:30 PM on the 3<sup>rd</sup>. Fuddruckers, Dayton Mall – see you there!

***Roadster Factory Summer Party – In Reverse!***

I'm guessing that Charles & Co. are burnt out on Summer Parties. Keep loosing money, too much work, etc... I had a thought, or as Huddy would put it, a brain fart – what if we held a party for them? What if we hosted some drives, took them to dinner? Roasted hot dogs for them? Thought is we would go there and do things and invite them along as the guests. They would not have to lift a finger. We might get the TR8CCA guys to help even without a drag strip. Assuming we don't have a gazillion people we could have a intimate car show at TRF, or down in Dilltown, where we award prizes for most bug splats, best seat covers, best home-made modification, worst paint job, and worst taste in attire. In other words, have fun, and make sure the TRF staff is involved. Any thoughts?

Okay, that's it for this month's – hope you survived 2006 and are ready for 2007, if not, too bad, like Christmas in Whoville, it's coming anyway!

*Bruce*



## By The Banks Of The Little Miami – Feb 07

**Bruce Clough**

Well, first month of Jan is pretty much gone, but 11/12ths of 2007 is left – plenty of Triumph time!

### **Tech Stuff – Replacing a Stromberg Zenith Dashpot O-Ring**

From the TR7/8 Email List:

*I fill the dashpots every few days on my 8. How often are you filling yours? Is there a way to 'seal' them better? Currently using MM oil, tried others...same (usage) results.*

*Thanks,*

*Herb*

Herb was answered by Wayne Simpson:

*They should never require filling other than from "dip" losses (fluid lost because it stuck to the allen wrench you adjust the mixture with). There is an O-ring on the adjusting collar. From memory, it's a 2-010. It's generally included in the Royze rebuild kits we get here in the States. Use of a different oil will not seal this leak. Replace as follows:*

1. *Remove the suction chamber cover from the carb*
2. *Remove the spring and piston and dump what oil there is left*
3. *Back the needle out all the way (until the mixture adjustment screw de-couples), back out the set screw on the lower side of the piston, and remove the needle.*
4. *Use a suitable drift to push the adjustment collar (still in the piston) about 1/4 inch upwards in the damper bore.*
5. *Use the adjusting wrench to push the collar back down.*
6. *There is a star washer securing the collar in place. Make a tool from stiff metal with a short hook on the*

*end. Use this to dip down into the damper bore and hook the star washer. Once you turn it 90 degrees, it will pull out easily without scoring the bore.*

7. *Now push the collar out all the way.*
8. *Replace the O-ring.*
9. *Lube the O-ring and push the collar down into the bore.*
10. *Use the flat end of a suitable drill bit (just small enough to fit in the bore if it has a chamfered end, smaller if not) to push the star washer down, cup side up, into the bore and seat it against the collar.*
11. *Reinstall the needle and set screw, setting the needle so the cir-clip on the needle is flush with the bottom of the piston. Make sure the set screw engages the slot on the needle housing. Do not tighten the set screw all the way or it will bind. Bottom it, then back off 1/8-1/4 turn.*
12. *Reinstall the piston, making sure the tabs in the diaphragm engage the slots to be sure it's oriented correctly. Put the spring back on and reinstall the cover.*
13. *Fill the damper bore to within 1/4 inch of the top with the dashpot in place. Specified oil is Zenith Damper Oil or 20W-50 motor oil.*

*It sounds like a lot but only takes me about 15 minutes or less to do.*

*Wayne Simpson*

*So, there you have it!*

### **TRA 07 – The Tour!**



TRA 07 is coming along, and so are the plans for a tour. For those who don't know me, I detest heading off to Triumph meets at warp speed on interstates. Just something not quite right about that, so what I do is plan a

trip that stops at places along the way – places off the beaten track that spark my interest, Alice likes, and the kids can put up with. We take two days to go what would normally take you one, or maybe even stretch it into three if the sites to visit are good – and I think this year they are very good! We did this going to and from Branson in 05, and coming back from Burr Oak last year. The TRAdition continues this year.

Finger Lakes, wine, beautiful countryside, twisty roads – everything that great trips are made of. This year I think the theme will be “Grapes and Grape Products”, fitting, I believe. The rough itinerary will be this:

- Sunday, June 10<sup>th</sup> – We leave Dayton early in the afternoon (or late morning) for an antique-store filled trip to just on the other side of Columbus – Granville. The goal is to invite Buckeye Triumph folks to dinner that night and start our wine tasting – or as I would call it – cleanse the palette... We’re staying at the Granville Inn (<http://www.granvilleinn.com/>), host site of the 2002 6-Pack Trials. They have a bar...
- Monday June 11<sup>th</sup> - We’re heading the “northern route” to NY along Lake Erie, and will pick up wineries along Lake Milton, late lunch at Ferante Winery near Ashtabula, and head to lodging in PA wine country. IF anyone wants to join us from Cleveland area we’ll pick a good winery to meet at ;-). We’re staying at a B&B in the heart of PA wine region – the Vineyard B&B (<http://www.vineyardbb.com/>) as of now they have 5 rooms, oops, make that four – we took one!
- Tuesday June 12<sup>th</sup> – Work east along the PA/NY border and head north to Geneva along the west side of Canadawiga Lake – I’ve not explored this area yet!
- Wednesday June 13<sup>th</sup>-Saturday June 16<sup>th</sup> – TRA National Meeting At Geneva, NY
- Sunday June 17<sup>th</sup> – We head back south, taking in a bit more southern route across PA, and a different set of wineries.
- Monday, June 18<sup>th</sup> – Time to show Duncan the trains of the Warther Museum and hit a few more wineries on the way home. The goal is to make it home that night, at least for us in the Dayton Crew.

**Some of the rules of the road:**

1. We don’t push it.
2. If we see something interesting, we stop.
3. We don’t try to stay at cheap chain-lodging companies – we try for B&B’s or small inns, and we also shoot to eat at family restaurants – no chains either, thank you!

As the time gets closer to the meet I’ll keep you informed, especially of the special driving tour I’m setting up getting there and back. Can you say vineyards and small inns? Like the trip

**Tales Of The Frankenstag**

Well, it’s about time I headed back to the Stag. It has been

way too long since I spent quality time with the Triumphs.

**Narrator breaks in: “The last time we saw our intrepid hero working on the Stag he was redoing the front end trying to make a lot of wrong things less wrong. The only two things left to go were find a manual rack from a Triumph 2500 and fix the hard-to-rotate right strut.”**

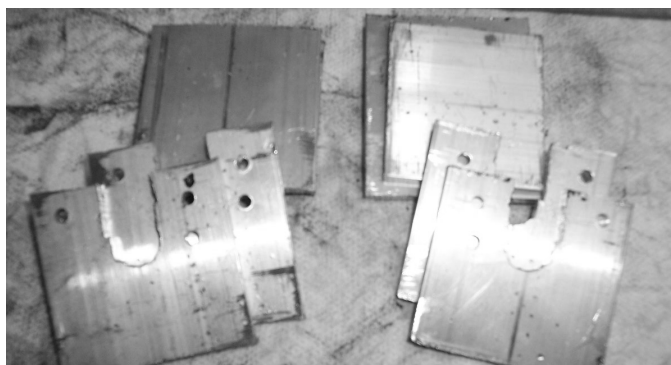
**The first thing: get that old power rack off**

I had modified the power rack so it was a manual rack, taking off the valving, pistons, and blocking off the fluid ports. This was a stop-gap measure until I found a manual rack. Finding a manual rack for a Stag is an interesting journey. I needed a rack from a LHD Triumph 2500 sedan, which meant that looking in the UK was a no-go since all they had were RHD racks. I finally found a manual rack in Sweden and to get it I basically paid the TR8CCA dues of an overseas member for a few years into the future. The rack showed up on my workbench and I ripped the modified power rack off to compare:



**Old Power Rack In Back, Manual Rack In Front**

Wow - racks were quite a bit different! The first thing one notices is heft: the power rack weighs 3-4 times the manual rack. The next is the girth – again about three times less!. The weight, although important, was not as important as the girth reduction since that allowed me to get rid of the motor mount shims I had to put on to clear the oil pan. All the shims came off and the motor dropped about 3/4 inch!



**Shims, Shims, Shims – Gone, Gone, Gone!**

Okay, one integration problem gone, probably about another hundred to go! The next thing was to re-route a front brake line. I've been going to do this since we've had this car, but I've not found the time or reason. Well, I don't know about the time, but I have the reason now...

**Old Lines, Old Times, The Usual**

As one might expect, re-routing one front brake line was not an option. This would imply that all is well in the Universe. In a prior life this car has a 3.8 L turbo engine from a Buick Grand National in it, and to do that quite a few things were modified, including the front brake line routes going to the brake master cylinder. The existing lines were all bent, kinked, and rubbed in spots as well as being too close to the exhaust header. The brake failure wizz-gizzy was way far away from its mounting hole. In other words, time to build new brake lines.

The old lines came off easy enough, once I got use to the fact the old fittings were rounded off and no normal open wrench would fit. Knowing that you were going to trash the old lines helped also. I saved a few of the fittings, or at least the ones that could be, since I at least had to put lines back into the master cylinder.

I love old cars. I looked at the rear brake line. I originally was going to just bend it a bit to get it past where I think the new steering shaft would go, but on closer inspection I found a spot where it was rubbed a bit too much for my liking. Great, this line needed replacement also! And the rear brake line is special – it goes above the exhaust system and drive shaft. I was going to have to cut into this line and graft a new section on since dropping the drive shaft and exhaust was not in the plans...

**Brake Failure Light? For Wimps Only**

Triumphs of this period had a gizmo that if one part of your brake system failed a light would go on. Most of the time it didn't work, especially if you bled the system. Call me a sentimentalist – I wanted to get it working again, or at least try.

This switch relies on the fact that you have equal pressure between the front and back lines when you press on the pedal. If not, a shuttle moves via differential pressure inside and trips an electrical connection, thus lighting up that wonderful red light on the dash.

My trying only lasted until I had to drill out the shuttle inside – it was corroded hard in place. After destroying it getting it out, as well as making a hole in the brass body so I could get the drift in, maybe trying to rebuild it wasn't the best idea. The Stag original valve isn't available, but the TR6 version is at \$230 a pop. I didn't need that light anyway...

**New Lines, New Times**

Okay, this gave me some freedom to run lines without that switch. Running the front lines close to the body and subframe was relatively easy, and gave me an excuse to use some scrap as brackets to hold the lines. The new plastic-coated lines are a bit easier to bend than the cad

plated ones (probably won't last as long – a price paid to make a better environment), but you should still use a bender to make good curves. I use a wire (electric fence wire, if curious) to mock up a line w/bends before I bend a line. Doing this gets me close enough for government work, and reduces frustration. Worked well this time. I got all the lines bent up and installed spaced out over a couple of hours on a couple of nights. It now looks a lot neater in that area.



It doesn't look like much, but this area is much neater now, and the lines will clear steering shaft and stay away from exhaust pipe!

**Back To The Rack**

It would be too much to ask for the "new" 2500 rack to fit where the "old" Stag rack fit, and it doesn't. Fortunately I can reuse some of the parts, including the mounting brackets, for the new installation. I'd like to take a moment to thank Rimmer Brothers in England for parts. Stagaholics know that if you really need Stag specific parts you need to go to the UK. Rimmers is one of several suppliers that handles a wide range of parts for the Stag and several other Triumph models, including 2500 sedans. We I ordered rack mounting kits and new rack boots and just a few days later they showed up and I was not charges shipping. Wow, they must have screwed up! Late Merry Christmas Bruce. So, Rimmer Brothers set a new record getting me the mounting parts, now I need to set a new



record designing a bracket for them to fit on and doing a few other modifications..

- First order of business is to make a mounting bracket. Custom brackets required
- Of course the tie rod ends on the 2500 are different, narrower shaft from the rack. Fortunately it looks like I can swap the link rods from the rack to tie ends from the Stag rack without changing anything else. Bonus.
- New steering shaft – as you might expect, the original lower steering shaft doesn't fit any more, but never worry Triumph fans, I'm getting a used set from a TR6 that can be modified.

***Narrator cuts in: "Folks, we have to stop the story at this point. Our intrepid hero discovered that his bench vise would not stand the strain of bending a mounting bracket for the rack, nor would it hold the link rod mounting nuts so he could get those apart. In the process of making the bracket he ripped the vise from the workbench in a brutal show of raw force! This led to a trip to Lowe's to get a bigger, better vise. We could go on, but we want to hold you in suspense. Tune in next time, same Bat Time, same Bat Channel."***

## Fixing the TR

By Buck Henry:

As many of you know, ever since the River Run this past summer, my TR has not been running very good. As I mentioned this to various members of BT, I got many suggestions.

At one point, John Huddy and I decided to change the points and condenser so one Saturday, John came over for what we thought would be a quick fix. We replaced the old points with new and changed out the condenser and went to fire it up and nothing happened. When we took the cap off to see what might have happened, we noticed that the rotor had broken. Luckily I had a spare so we put it on, buttoned up the distributor cap again, being careful to make sure it was on just right and tried to start it up again. At about this time we noticed a puff of smoke from the direction of the battery and that was it, no juice to the starter.

So off we went to Sears to have it tested to see if it was dead. It was. Sixty some dollars later, we were on our way back to my place. We installed the battery and promptly broke the second rotor. Since this was the last rotor I had, we were done for the day.

I then took the distributor to Eric Jones' to see if maybe it had a wobble. Eric said it was within specs, set the points, and handed it back to me. I also purchased two more rotors.

Once home, I installed the distributor and carefully placed the distributor cap back on. To my amazement, it started. When Sean came home that weekend, we tried our best to set the timing. When we took it for a spin, guess what, it

ran just as bad as it had before. So now we thought it must be the carburetors or maybe a vacuum leak.

Carl Moore was kind enough to volunteer to take a look at it. He played with the carbs a little and adjusted the vacuum lines some and took it for a spin. It ran the same. So now we thought for sure it must be the carbs.

A few weeks later, John Huddy and Mury Mercier came over to see if we could have another go at a fix. We took the sparkplugs out of it and checked each one. All seemed to be OK. Then we did a compression check and again, all seemed to be OK. We all agreed, it must be the carbs.

A few weeks later, Mary and I took the TR on the Fall Tour we had in October. Again it ran bad. Mary was sure it was the sparkplugs. I pulled it in the garage and let it set, totally dumb founded. Bruce and Ryan Miles came over to the house along with the other officers for a Holiday Party Pre-planning meeting and afterwards, we all went out into the garage to give the TR another look see. In the process of checking over the electrical system, we pulled the distributor cap to check the points. All seemed to be OK and we again put everything back together. When I went to start it, it wouldn't fire, we had broken another rotor. Luckily I had the spare I had bought from Eric, and we put it on and carefully replaced the distributor cap. It started but still ran rough. Then we took one of the spark plug wires off to check the plug. As we did so, the brass end of the sparkplug wire came off and for the life of us we couldn't get it back on. Now it really ran rough. I pulled it back into the garage and turned out the light.

I thought I still had the old orange set of spark plug wires that were on the car when I took it apart over Fifteen years ago somewhere in the basement, so the next day I looked for them. I looked in all of the boxes and places that I have spare parts and I couldn't find them. A few days later while in the shower, I do some of my best thinking in the shower, it dawned on me that I had put them in the trunk of the TR before the trip to the Six Pack Trials the year before. Since the TR was up on the lift and there were all kinds of stuff in the way, it took me a few days until I was able to put a ladder behind the TR and look in the trunk. The spark plug wires were not there.

In the mean time, Bruce Miles said he was going to order a top-notch set of wires and should he order me a set too. I said sure and I was content not to worry about it until spring. But again, while in the shower, it dawned on me that the plug wires were in the tire well of the trunk. Sure enough, upon inspection later that day, there they were, all rapped up in a waterproof bag, just like I had placed them over fifteen months earlier. Because it was so nice and warm in December, I was itching to put them on and see if it would make a difference. The Friday after Christmas, I pulled the Spitfire out from underneath the lift and let the TR down so I could replace the wires. All done, start it up. Oh shoot, the brand new battery is dead. Well, it's about noon, Sean, who was home for Christmas break, should be getting up about now; he can help me jump-start the TR

using one of the other cars. When we tried it, nothing happened. I will admit that the jumper cables I was using were pretty ragged by I thought at least they would provide a jump. I guess not. I had another set that looked even worse, no luck with them either. My only recourse now was to put the trickle charger on it. This we did. I then reluctantly left to run a few errands wondering if I would burn the house down but Sean told me not to worry about it. Yea, that gave me a lot of confidence, but we left anyway. About four hours later we got back home and everything was just as we had left it, not up in smoke. So we took the charger off of the battery, I got in and turned the key and it started right up. We pulled it off of the lift and let it run for a while out in the driveway. I told Sean to get in, that we would go up to the gas station to fill the tank and then come home. As we drove to the gas station, we looked at each other and commented on how much better it seemed to be running. After we filled it up, I said, lets take it up St. Rt. 33 to see how it runs and we did. We took it up to about 75 and it didn't miss a beat. We took it home and put it back on the lift. The next day was even nicer than the day before, so after cleaning up the garage a bit, I asked Sean if he wanted to drive it before I put it away for the winter. He naturally said yes and off we went. The drive the day before was not a fluke, it never missed a beat in the twenty some mile drive that we took.

All the LBC needed after all was a new set of sparkplug wires, or in this case, a twenty something year old set of sparkplug wire put back on her and to throw away the set I put on it four years ago. I have to admit though that I had a bruise on my arm for a few days from were Mary hit me as she said, "See, I told you all along it was the spark plugs".

**Local Sources**

Nothing for this month - keep those recommendations coming!

**Notes from Members**

**From:** GaryN [mailto:Garylaptop@columbus.rr.com]  
**Sent:** Wednesday, January 24, 2007 8:30 PM  
**Subject:** Cars in movies

You may already know about this site, but I just found it today. You can search movies for particular cars.

<http://www.imcdb.org/>

Gary J. Nettler (Semi-Retired)

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**From:** billblake [billblake@thekayesco.com](mailto:billblake@thekayesco.com)  
**Sent:** Thursday, December 28, 2006 9:09 AM  
**Subject:** FW: SEMA Legislative Update: Ohio Bill to Restrict Inoperable Project Vehicles Dead for the Year

Bruce, We should print in our newsletter next year. Bill  
 ----- Forwarded Message

**From:** SEMA Action Network<jasont@sema.org>

**Reply-To:** jasont@sema.org  
**Date:** Thu, 21 Dec 2006 14:46:21 -0800  
**Details:** Jason Tolleson, [jasont@sema.org](mailto:jasont@sema.org)  
 SEMA 202/783-6007, ext. 39

**URGENT LEGISLATIVE ALERT (FINAL UPDATE)**

**Ohio Bill to Restrict Inoperable Project Vehicles Dead for the Year**

Ohio H.B. 560, the bill to allow townships to confiscate inoperable vehicles deemed to be "junk," including collector cars, from private property died when the 2006 Ohio legislative session adjourned for the year. The bill was approved by the House, but was not considered by the Senate. It is highly likely that the bill will be reintroduced in 2007. The SEMA Action Network supports legislation that permits the outdoor storage of a motor vehicle if the vehicle is maintained in such a manner as not to constitute a health hazard. These vehicles could be located away from public view, or screened by means of a suitable fence, trees, shrubbery, opaque covering or other appropriate means. We will work with the Ohio legislature in the coming months to modify the bill's language to provide that project cars will be guaranteed protection when properly maintained on private property. Thank you all for your e-mails, letters and phone calls in opposition to the bill. Your voices were heard! Our best wishes for a happy and healthy holiday season.

----- End of Forwarded Message

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**From:** SHughes [mailto:shughes@wideopenwest.com]  
**Sent:** Tuesday, January 02, 2007 5:52 PM  
**To:** SHughes  
**Subject:** Happy New Year

After serious & cautious consideration.....your contract of friendship has been renewed for the New Year 2007!

My Wish for You in 2007:

- May peace break into your house and may thieves come to steal your debts.
- May the pockets of your jeans become a magnet for \$100 bills.
- May love stick to your face like Vaseline and may laughter assault your lips!
- May your clothes smell of success like smoking tires and may happiness slap you across the face.
- May your tears be that of joy and may your problems forget your home address!
- In simple words.....
- May 2007 be the best year of your life!!!

Steve <><

**From:** Mark Uhlig [Mark.Uhlig@Linamar.com](mailto:Mark.Uhlig@Linamar.com)  
**Sent:** Thursday, January 11, 2007 8:29 AM  
**Subject:** Chinese MG.

Interesting read from 1-8-07 edition of automotive News.  
For the newsletter. Cheers - Mark

## Lost in translation: Chinese massage 'MG' message

Cecil Kimber, who founded the legendary **MG** marque in Great Britain in 1923, must be doing high-rpm spins in his grave. MG's new Chinese owner, Nanjing Automobile Group, has changed the meaning of the famous initials.



MG used to stand for Morris Garages. No longer.

"We want Chinese consumers to know this brand as Modern Gentleman, to see that this brand represents grace and style," Nanjing's Zhang Xin told London's *Daily Telegraph*.

But take heart, MG fans. Nanjing, which paid about \$100 million for the remains of the old MG Rover Group after it went bust in April 2005, has not altered the marque's famous octagon logo.



J-Z was looking like "new money"...He brought the place to its feet. A real class act.



But the big dilemma for the evening was I couldn't decide who had the nicest rear end. Carmen Electra or the new Camaro.



Mark

**From:** Mark [triumphlodge@comcast.net](mailto:triumphlodge@comcast.net)  
**Sent:** Sunday, January 07, 2007 10:43 AM  
**Subject:** Modern Triumphs

Attended the GM Style Event last night at the GM Renaissance Center Fusion of Hollywood celebrities and some of GM's brightest vehicles. Lots of energy, great music and some high style.

Refreshing to see folks from the West Coast and the Mid-West meeting together for something other than a Football Bowl game.

Always been a big fan of General Motors' 1951 LeSabre show car. What a gem this thing was. A real treat to get up close & personal.

**From:** John Johnson [johnjohnson@columbus.rr.com](mailto:johnjohnson@columbus.rr.com)  
**Sent:** Sunday, January 28, 2007 10:37 AM  
**Subject:** British Invasion

**From:** Mark [<mailto:triumphlodge@comcast.net>]  
**Sent:** Friday, January 05, 2007 6:54 PM  
**Subject:** The Triumph Lodge Motoring Society: Uhlig & Brinker having fun  
Thought the attached photo was good interpretation of former 6-Pack Editor Kerry Fores' famous club t-shirt.

# British Invasion, art show slated for '07 First Fridays

**By** Kristy Zurbrick  
*Madison Editor*

A British Invasion will befall London this summer. It's part of the city's second full year of First Fridays, a series of community gatherings held the first Friday of each month from spring to fall in downtown London.

In his recent State of the City address, Mayor Dave Eades announced that after moderate success in 2006, First Fridays will resume in May 2007.

"It's a continued effort to keep downtown viable. It's something for the community to do, and merchants who have stayed open during these events have generally seen an increase in sales. The merchants voted to continue it this year," Eades said.

The first month's theme will be outdoor recreation. Then, in June, the British are coming!

On June 1-2, the Ohio Chapter of the New England "T" Register—a group of MG car enthusiasts—will hold their spring meet in London. Members will enjoy a private banquet at Brennan's Loft on South Main Street on Friday night, then participate in a London-to-Brighton run on Saturday. The club last held its spring meet in London 10 years ago.

Local attorney Dave Jackman, a member of the club, is encouraging

participants to drive to London early to take part in the city's First Friday event, which likely will start around 5 p.m. and will be open to the public. He envisions fellow MG owners parking their cars along downtown's Main Street for an informal car show.

In honor of the MG, a classic British-made car, June's First Friday will feature an English flare. Organizers are working with a local restaurant to serve fish and chips (known as fries in the U.S.) in newspaper, a popular treat in England, and may apply for a one-day permit to serve dark beer. Other British tie-ins may be incorporated as plans come together, Jackman said.

While the first First Friday is still four months away and themes have yet to be chosen for July, August and September, the Artists of Madison County already have ideas for October's event, the last of the 2007 series.

According to Eades, the group is planning an art show that could spill over into Saturday with an open-air painting contest. The idea, at this point, is to have all participating artists paint the same subject, like the Madison County Courthouse, then submit their creations for judging.

"It's a little different. It should be interesting," Eades said.



Photo by Mike Brinker with Mark Uhlig's at the wheel on the winding roads of Cuyahoga Falls Ohio during the 2006 Trials.

**From:** Mark [<mailto:triumphlodge@comcast.net>]  
**Sent:** Sunday, January 21, 2007 10:26 AM  
**Subject:** Go to EBAY "TR License"

Know anyone with a Nice Restored 74 TR ??



**From:** W. W. Moine [<mailto:bmoine@yahoo.com>]  
**Sent:** Wednesday, January 24, 2007 12:35 AM  
**To:** [bmoine@yahoo.com](mailto:bmoine@yahoo.com)  
**Subject:** The Sickest Restaurant I have seen (but really cool)

When wondering around the streets of Singapore during the day I see a sign for "The Clinic" and I think it is a medical clinic and take a picture with me holding my belly

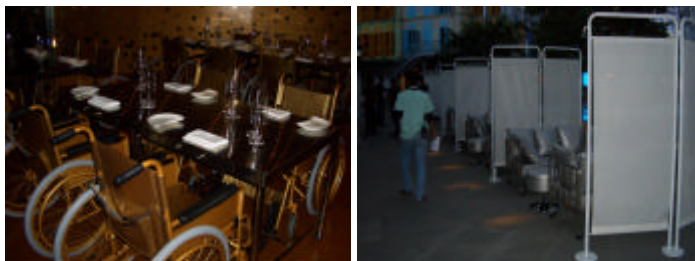


Later that night we return to the same street to learn that "The Clinic" is a theme restaurant that carries things to an extreme..

From the front area which resembles a morgue with the stainless steel table with the morgue fridge doors behind to the surgery room lights...

Where it gets really sick is upstairs where they serve the food or what they call food...from what I understand they engineer food and serve it to you in syringes while you are seated in wheel chairs.... this was around \$100 per person US ... way out of my price range and I was sort of grossed out...

Here are some pics as well as a review I found online



<http://www.thecoolhunter.net/design/THE-CLINIC/>  
[www.the-cannery.com](http://www.the-cannery.com) (go to the clinic link)

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**From:** John Johnson [johnjohnson@columbus.rr.com](mailto:johnjohnson@columbus.rr.com)  
**Sent:** Monday, January 01, 2007 11:18 AM  
**Subject:** Retirement

I found the perfect "Custom Travel Coach" for your retirement.



**From:** Jacqueline or Murry [<mailto:trsixer@yahoo.com>]  
**Sent:** Tuesday, January 02, 2007 5:10 PM  
**Subject:** Re: Retirement

WOW!! It even has a observation/sun deck!

I could watch for hazards while Jim and John man the 'propulsion' devices (paddle or outboard).

Murry

-----  
**From:** Terrence Brex [<mailto:tmbrex@yahoo.com>]  
**Sent:** Wednesday, January 31, 2007 12:30 PM  
**To:** Bruce Miles  
**Subject:** Re: Yoooo Hoooooo - 1st Newsletter of the New Year - Your input requested

Only this little bit for the moment: Does anyone know this person/car? Ad placed 1/31/07

1979 TRIUMPH TR7, Great Car To Restore, \$1250, Ken, 614-778-6238, COLUMBUS, Oh

You may want to do a search on this site. It is where I found my car.... but some of the prices are, shall we say, "wishful".

Hope all is well with everyone. Hopefully, I'll see you all at the next meeting.

TB

**Events 2007 - Bill Blake**

February, 2007		
2/5	Mon	Monthly Business and Social Meeting
2/12	Mon	Lincoln's Birthday
2/14	Wed	Valentine's Day
2/19	Mon	Presidents Day (Fed)
2/22	Thu	Washington's Birthday
March, 2007		
3/5	Mon	Monthly Business and Social Meeting
3/11	Sun	Start Daylight Saving Time
3/17	Sat	St. Patrick's Day
April, 2007		
4/1	Sun	April Fool's Day
4/2	Mon	Monthly Business and Social Meeting
4/16	Mon	Taxes Due
4/22	Sun	Easter Sunday
May, 2007		
5/7	Mon	Monthly Business and Social Meeting
5/13	Sun	Mothers Day
5/19	Sat	Armed Forces Day
5/20	Sun	British Car and Bike Show
5/28	Mon	Memorial Day (Fed)
June, 2007		
6/4	Mon	Monthly Business and Social Meeting
6/14	Thu	Flag Day
6/17	Sun	Fathers Day
6/30	Sat	8:30a -5:00p British Car Showdown at the Vintage Grand Prix of Mid-Ohio
July, 2007		
7/2	Mon	KLS BD
7/4	Wed	Independence Day (Fed)
7/7	Sat	Len Immke Arthritis Show British Show Within A Show Dublin Metro Center
7/21	Sat	American LeMans Series Race at Mid-Ohio
7/22	Sun	Honda 200 Indy Car Race
August, 2007		
8/6	Mon	Monthly Business and Social Meeting
September, 2007		
9/3	Mon	Labor Day (Fed)

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

**Buckeye TRIUMPHS REGALIA**

T-Shirts- Lt Grey Cotton \$14.00

BTC Logo - front

Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

BTC Logo - front

Large Wreath Logo – back

Golf Shirts with embroidered logos – 100% Cotton\$35.00

Patch Embroidered Logo \$12.00

Buckeye TRIUMPHS Logo \$10.00 - Embroidered on your article - Select your favorite jacket, shirt or bag since the logo can be added to almost any cloth article.

Halkias Video on Valve Adjustment for 6-cyl TR's - \$10.00  
Send or bring your articles to Bob Mains. Turn-around is usually about 2-4 weeks. (Names or lettering can be added for additional costs).

**Officers and the Fine Print**

The Buckeye Triumphs Newsletter is a publication of Buckeye Triumphs, and the content herein is not officially endorsed by the staff or members of Buckeye Triumphs, their families, or lawyers. If you decide to follow the advice of anything inside this newsletter, you do at your own risk. We are all adults here, so if you do something stupid, own up to it and don't sue the club. Heck, we don't have any money anyway...  
 Club address: Buckeye Triumphs, 9023 Concord Rd, Johnstown, Ohio 43031 **Annual Dues: \$20.00**

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

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

Our current crop of Buckeye Triumphs Officers include:

President: Buck Henry 614-733-0563 <a href="mailto:mhenry1453@aol.com">mhenry1453@aol.com</a>	Vice President: Joe Lynch 614-444-1519 <a href="mailto:jlynch1@columbus.rr.com">jlynch1@columbus.rr.com</a>
Treasurer: Jim VanOrder (740) 967-2110 <a href="mailto:vanordergj@earthlink.net">vanordergj@earthlink.net</a>	Events: Bill Blake (614) 403-1074 <a href="mailto:billblake@thekayesco.com">billblake@thekayesco.com</a>
Newsletter Editor: Bruce Miles (740) 587-4179 <a href="mailto:bmiles@buckeyetriumphs.org">bmiles@buckeyetriumphs.org</a>	Secretary: Charma Huddy 614-846-2321 <a href="mailto:jhuddy@columbus.rr.com">jhuddy@columbus.rr.com</a>
Webmaster: Ann Gillman 614-891-3733 <a href="mailto:AGillman@aol.com">AGillman@aol.com</a>	
Technical Consultants: TR2's & 3's: John Hartley 740-753-1066 email: <a href="mailto:jhartley@frognet.net">jhartley@frognet.net</a> or John Huddy 614-846-2321 email: <a href="mailto:jhuddy@columbus.rr.com">jhuddy@columbus.rr.com</a> TR-4's: Bruce Clough 937-376-9946 <a href="mailto:clough@erinet.com">clough@erinet.com</a> TR250, TR-6: Robert Mains 614-890-7767 <a href="mailto:rmains1@columbus.rr.com">rmains1@columbus.rr.com</a> or Jim VanOrder 740-967-2110 <a href="mailto:jvanorde@columbus.rr.com">jvanorde@columbus.rr.com</a> Spitfires and GT6: Doug Braden 614-878-6373 <a href="mailto:braden.13@osu.edu">braden.13@osu.edu</a> , TR-7 & 8's: Ron Fowler 614-397-3685 <a href="mailto:tr8@att.net">tr8@att.net</a> Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member	

- 5. **ENTERTAINMENT** (en-ter-tayn-ment) n.  
 Female.... A good movie, concert, play or book.  
 Male.... .. Anything that can be done while drinking beer.
- 6. **FLATULENCE** (flach-u-lens) n.  
 Female.... An embarrassing by product of indigestion.  
 Male..... A source of entertainment, self-expression, male bonding.
- 7. **MAKING LOVE** (may-king luv) n.  
 Female..... The greatest expression of intimacy a couple can achieve.  
 Male.. Call it whatever you want, just as long as we do it.
- 8. **REMOTE CONTROL** (ri-moht kon-trohl) n.  
 Female.... A device for changing from one TV channel to another.  
 Male... A device for scanning through all 375 channels every 5 minutes.

AND;

- He said .....I don't know why you wear a bra; you've got nothing to put in it.  
 She said ..... You wear pants don't you?
- He said ..... Shall we try swapping positions tonight?  
 She said ..... That's a good idea - you stand by the ironing board while I sit on the sofa and fart!
- He said ..... What have you been doing with all the grocery money I gave you?  
 She said ..... Turn sideways and look in the mirror!
- He said ..... Why don't women blink during foreplay?  
 She said ..... They don't have time
- He said ..... How many men does it take to change a roll of toilet paper?  
 She said ..... We don't know; it has never happened.
- He said ..... Why is it difficult to find men who are sensitive, caring and Good-looking?  
 She said ..... They already have boyfriends.
- She said ..... What do you call a woman who knows where her husband is every night?  
 He said ..... A widow.
- He said ..... Why are married women heavier than single women?  
 She said ..... Single women come home, see what's in the fridge and go to bed. Married women come home, see what's in bed and go to the fridge.

SEND THIS TO A SMART WOMAN WHO NEEDS A LAUGH AND TO THE GUYS YOU THINK CAN HANDLE IT

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**Comedy Clips**

**From:** GaryN [mailto:Garylaptop@columbus.rr.com]  
**Sent:** Friday, February 02, 2007 7:02 PM  
**Subject:** Eight Words with two Meanings

Eight Words with two Meanings

- 1. **THINGY** (thing-ee) n.  
 Female..... Any part under a car's hood.  
 Male.... The strap fastener on a woman's bra.
- 2. **VULNERABLE** (vul-ne-ra-bel) adj.  
 Female.... Fully opening up one's self emotionally to another.  
 Male.... Playing football without a cup.
- 3. **COMMUNICATION** (ko-myoo-ni-kay-shon) n.  
 Female... The open sharing of thoughts and feelings with one's partner.  
 Male... Leaving a note before taking off on a fishing trip with the boys.
- 4. **COMMITMENT** (ko-mit-ment) n.  
 Female.... A desire to get married and raise a family.  
 Male..... Trying not to hit on other women while out with this one.

From: Nelson Riedel [mailto:nariedel@roadrunner.com]  
Sent: Tuesday, January 30, 2007 12:40 PM  
Subject: No caption needed



From: John Johnson [johnjohnson@columbus.rr.com](mailto:johnjohnson@columbus.rr.com)  
Sent: Sunday, January 28, 2007 7:10 PM  
Subject: Courtesy of Minnesota Triumph sports car club

### Lucas Jokes

- Why didn't the Germans bomb the Lucas plants during WWII? The Germans considered Lucas an ally.
- The Lucas motto: "Get home before dark."
- "And the Lord said 'let there be light'...Joseph Lucas replied 'no way, Lord, no way'."
- Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness".
- Lucas--inventor of the first intermittent wiper.
- Lucas--inventor of the self-dimming headlamp.





- The three-position Lucas switch--DIM, FLICKER and OFF. The other three switch settings--SMOKE, SMOLDER and IGNITE.
- The original anti-theft devices--Lucas Electric products.
- "I've had a Lucas pacemaker for years and have never experienced any prob..."
- If Lucas made guns, wars would not start either.
- Did you hear about the Lucas powered torpedo? It sank.
- It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.
- Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night, since they all look the same?" "He replied, it doesn't matter which one you use, nothing happens!"
- Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which didn't suck.
- Quality Assurance phoned and advised the Engineering guy that they had trouble with his design shorting out. So he made the wires longer.
- Why do the English drink warm beer? Lucas made the refrigerators, too.
- Alexander Graham Bell invented the Telephone. Thomas Edison invented the Light Bulb. Joseph Lucas invented the Short Circuit.
- Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times clockwise around your car chanting: "Oh mighty Prince of Darkness protect your unworthy servant."
- Lucas systems actually uses AC current; it just has a random frequency.
- Lucas is an acronym for Loose Unsoldered Connections and Splices.
- In the 1980's Lucas tried to get into the newly burgeoning PC market, but they discontinued the product when they couldn't make it leak oil.
- Why are there no skyscrapers in London? Lucas makes elevators
- Lucas Factory motto, put in a good day's work then home before dark.
- Why is there no death penalty in England? Lucas makes electric chairs.

**From:** Mark [mailto:triumphlodge@comcast.net]  
**Sent:** Sunday, January 28, 2007 4:01 PM  
**Subject:** British Cars...

We're such a scorned group....



**From:** Mark [mailto:triumphlodge@comcast.net]  
**Sent:** Friday, January 26, 2007 3:32 PM  
**Subject:** My kind of town....

Like life itself, sometimes a name is all you got going for you.

**From:** John Johnson [johnjohnson@columbus.rr.com](mailto:johnjohnson@columbus.rr.com)  
**Sent:** Monday, January 22, 2007 7:58 PM  
**Subject:** Landing School



## Classifieds

### GT 6 For Sale

**From:** "Jim Baker" <[jbaker5099@sbcglobal.net](mailto:jbaker5099@sbcglobal.net)>  
**Date:** Sun, 28 Jan 2007 17:10:45 -0500  
**Subject:** GT6  
Okay, here it is "in its' glory".





let me know. I would greatly appreciate any help in finding it a home. Picked up another XJ6 recently. '75 with 68k original miles. With all the new body parts and kits and such I've got about \$1000 in it. I'd like to ask this amount and I'll throw the car in free. It really would be a good project but I just don't have the time and I need the space.

Thanks,

Jim

614-846-7032

[jbaker5099@sbcglobal.net](mailto:jbaker5099@sbcglobal.net)



Pictures show it up on the trolley I put together to move it around. I've got it to the point it will roll when down on the ground. New parts include full floor pans both sides, full 3-piece rocker panels both sides, rear quarter patch panels both sides, front rocker end caps both sides. New Roto-flex joints, many new kits for cylinders, master, slave etc.

Spare trans, rear end. Somehow windshield got cracked, don't know how. It's all there but most all that could come off, has been. If anyone would like more information or pictures of different areas



**Buckeye Triumphs**  
**9023 Concord Rd.**  
**Johnstown, Ohio 43031**

