



Buckeye Triumphs Newsletter

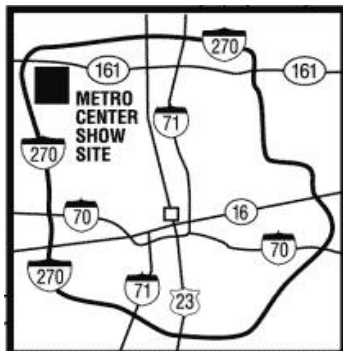
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 (and get your newsletter in COLOR)

BT Business/Social Meeting - Friday & Saturday, July 6th and 7th

The July BT Business/Social Meeting will be combined with the Len Immke Arthritis event.

BT is once again sponsoring the Triumph "Show within a Show". Let's have a solid turnout for a good cause!

Located in the Dublin Metro Center, Dublin Ohio



The Len Immke Arthritis Foundation Classic Auto Show & Cruise-In

FRIDAY JULY 6	
3:00 p.m.	Cruise-In Registration Begins
4:00 p.m. - 7:00 p.m.	Valve Cover Racing For Kids
4:00 p.m. - 7:00 p.m.	CS Sound Entertainment spins oldies
6:00 p.m.	Cruise-In Judging Begins
7:30 p.m. - 11:00 p.m.	Mike Albert performs "Memories of Elvis" Concert
9:00 p.m.	Awards Presentation
SATURDAY JULY 7	
7:30 a.m. - 11:30 a.m.	Classic Auto Show Registration
9:00 a.m. - 12:00 Noon	CS Sound Entertainment spins oldies
11:30 a.m.	Drivers Meeting & Judges Meeting, Front Stage
12:00 Noon	Classic Auto Show Opens Judges Luncheon - Wyndham Dublin Hotel

SATURDAY JULY 7	
1:00 p.m. - 3:00 p.m.	The Cruiser's Band Concert
12:30 p.m. - 4:00 p.m.	Car Show Judging
4:30 p.m.	Awards Ceremony & Parade (Blue ribbon recipients participate)
7:30 p.m. - 11:00 p.m.	Phil Dirt and the Dozers Concert

BT Driving Event / Chicken Run Saturday, July 21st

We will be having a drive through eastern Licking County, with a stop at Clark's Dining Room at the intersection of SR 40 and SR 13 for Lunch. We will finish with a drive around Buckeye Lake (Ocean) and end up back in Granville.

We will meet in Downtown Granville, Ohio - we will leave at 10:00 AM.

From Columbus:

Take Route 161 East past New Albany - when you get close to Granville SR 161 Ends and you will intersect with SR 37 SE. Continue until you join SR 16 East. The road turns to 4 lane and there are 2 Granville Exits. Take either exit and turn left (North) until you get to a traffic light and turn right to get into Downtown Granville.

or

Take Interstate 70 East to SR 37 North - when 37 turns onto route 16 West continue on into town - past a grain elevator up to Broadway where you will turn right into Downtown Granville

Coming up from the South? Follow SR 37 as noted above.

Look for Triumphs parked along the south side of Broadway in Downtown Granville

Ryan and I will be in the Downtown Granville area at 9:00AM in and around the Aladdin Restaurant.

Driver's meeting at 10:00 outside the Aladdin restaurant, directions will be passed out the drive will begin

Editor's Corner

Well, June has been a busy TR month at the Miles household. Shortly after my last report, Ryan came across a pair of TR250's that were being given away in Western Michigan. It seems that Ryan's quest is finally over (and just begun at the same time).

We met one of the finest TR persons that you would ever want to meet in Mark Price. He had used these to rebuild a perfect 250 that he has. Instead of parting them out he was happy to see them go to a good home. Lots of extra parts were thrown in as well.

The trip to Michigan began after Ryan and his friend Artie had just taken their SAT's in Granville (Ryan has since

gotten his scores back – a 1270!) and off we started to Delaware to pickup a friend’s trailer. While driving through Delaware we went through a downpour that shorted out the U-Haul (complete with Smoke and Fire). Well we dried things out and we were off. Here are a few pictures of the event:



I hope you all realize that the third picture was the one that Mark kept.

Here is a picture of the moving “crew” Ryan, Artie and Steve (the next morning)



We received plenty of funny looks and a few thumbs up going the 300+ miles home. Ryan has dubbed the green one (the one that he is standing in) “Kermit” – alas Kermit has probably seen “speed” for the last time on the trailer – his frame is pretty far gone. The Red one (in the foreground) hasn’t been named yet but it has a very nice frame and shows some real potential. When you see Ryan at Immke be sure to congratulate him on our 2 new arrivals!

PS – He is now on the hunt for 250 stuff – if you come across any please be sure to let him know!

Ryan has just finished his first stint as a mechanic – working on new club member Bill Seegers clutch hydraulics and a complete brake job (including all of the hydraulics here also). I believe a job well done!

Ryan had his 74 all ready to go to Mid-Ohio but as we left he was having a “miss” across much of the power band, oh well – back to Granville, I guess we will just take your car, Dad.

A good thing too, or we might not have been able to help John and Charma when their car broke down and they were left stranded by the side of the road. (see Ryan’s article)

When we got back on Sunday it turns out that Ryan’s car was just a loose screw on the condenser. I suppose we should have fixed it on Saturday but it was fun to go together in one car.

See you all at the Immke event! It is for a good cause and there is always lots interesting things to see. The Saturday event will be the business / social event.

Get your appetites ready for fried chicken on the 21st !

See you all in July!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – July 25th, 2001

TRA 2001 National Convention - June 20-24, 2001

By Ron Fowler (tr8@msn.com)

On June 20th, Bruce, Alice, and Bridgett Clough and Ron and Brenda Fowler each representing three Ohio TRA Centers - Buckeye Triumphs, Miami Valley Triumphs, and COCTRA, and John and Becky Hartley representing BT and COCTRA journeyed to Hunt Valley, MD, for the 2001 TRA National convention hosted by the Mason-Dixon TRA Center. Our "caravan" included a Clough MOPAR product and the Hartley Suburban. Bruce's TRA tour included stops in West Virginia and Maryland along some of the finest twisting roads to be found in rural Appalachia!

The Mold and Mildew Tour



As per the photos, Bruce can spot some of the finest "artwork" known to mankind in his hunt for just the right item to take home as a souvenir of the current Clough Adventure.

Well, at least Bridgett took home a stuffed skunk from Berekeley Springs, WV.



Under Alice's watchful eye, Bruce avoided the temptation to rescue a vintage Quad stereo. In this author's quest to avoid the effects of breathing the "aroma of antiques" I tended to stay outside most of the shops along the route.



TRA National

Becky and Brenda volunteered to help at the convention registration desk while John and I attended the seminars on auto painting and detailing. Bruce, thrust into the position of Acting Head Judge upon his arrival at the event, was busy trying to line up judges for the show.

Friday evening brought the TRA Auction - which Becky and Brenda ably assisted. The John Hartley opening bid of \$1 on most items kept the event moving. Our contingent made several purchases - can't wait to see the TR7/TR3 Whaletail concept completed - details at a later date! Also, Brenda decided that we should purchase some TR3 items for our son's room at the auction - so we now have a photo of a powder blue TR3 in race form from a MidOhio event. For the \$7 winning bid on the photo, we also received the lone remaining portion of the rear frame that wasn't destroyed when the car crashed and rolled during a vintage racing event at the track.

And the winners are: Bruce Clough and Ron Fowler!

At the awards banquet, Bruce and I realized that the odds were pretty good that the two of us would have to accept whatever award for the TRA Hotel Rallye that our wives might have won since they were dining on an all-you-can-eat seafood buffet somewhere in Baltimore's Inner Harbor



district while we were left to "enjoy" our \$43 TRA banquet feast. Brenda and Alice had spent most of the final day at the convention hotel chasing down 64 virtually impossible to answer

questions. Their final score of 56 out of 64 secured them first place and a \$25 award. No one else was even close - these two women take this competitive stuff seriously! When the announcement was made as to the winning team, however, - the two scavenger queens left a surprise for us guys since they had turned in the answer sheet under our names since they realized that they wouldn't be there to accept their award.

The evening ended on another high note when Bruce won the next to last door prize of the evening - the official "event blanket" crafted by Larry Rupp of Ledderman-Rupp. (For those unfamiliar with Larry's merchandise - check with Murry Mercier for a review of L-R's entire catalogue!) The first number drawn - #40 - wasn't in attendance and Bruce's lucky #19 was next.

Photos of cars you ask?

Oh, yea, there were TRiumphs at the TRA National (which is devoted to the TR2/3/4 series of cars -heck, even a couple of TR8's, TR6's, and an 1800 Roadster or two showed up) but I didn't take any photos of them! There were probably about 40 of the featured cars on display.

Bruce might have taken some photos - but then again as Acting Head Judge of the event he was rather busy.

TRA 2002?

Although not official - the current rumor is that TRA 2002 will be held somewhere in NE Ohio - hosted by the TRA National Officers with the help of all of the Ohio TRA Centers - probably starting a day earlier than usual and ending up at the "50th Anniversary of the Triumph Sports Car" event which will be held at MidOhio next June during the Vintage Race Weekend. Mark your calendars!

June Event / Meeting Minutes

The June meeting of Buckeye Triumphs met at 6:00 on the Washburn's back deck and it wasn't raining!! Everyone brought their own supper and we enjoyed "munchies" and drinks together. The recipe for the dip will follow at the end of the minutes!!

We had a fun time at the Mid Ohio Vintage car races on the 23rd. What a beautiful day!! Fifteen of us made it to the show by about 10:00. There were a real variety of cars racing on the track--everything from a 1955 Corvette (converted to a racing car--really!!) to vintage 1913 (?) racers. Formula cars and "Mini's", Porches and Triumphs "burned up" the track and some just tooled around like they were on a Sunday drive, so we never knew what would drive by in the next qualifier. Of course, they were just racing against the clock. The real races were to take place Sunday. All us British car enthusiasts got to drive around the track twice behind a pace car. Jim Washburn thought it was a little slow (I guess it was at 10 mph!), but fun, anyway. We had great seats for the qualifiers on a hill above some curves, in the shade of some big pines. The only sour note of the day was the Huddy's fuel pump "exploded" on the way to the racetrack and we lost them--no one missed them until we got to the parking area and they didn't show up!! Only one of the group had remembered to bring a radio, so no one was watching the rear!! Good lesson--never take a trip without our radios!! Jim VO went back to look for them, but no luck. Thank goodness for Bruce and Ryan Miles who, coming directly from Granville to the races, spotted the Huddy's at the side of the road with their hood up, and stopped to help. After 2 tries at repair, all finally arrived at the races at about 2:00--we'll let them tell you the details of their "harrowing" experience at the next BT meeting. A good example of the necessity of carrying replacement parts on these drives! On the way back, we hope no one got caught in the big rainstorm that hit south of Sunbury with 3 inches of rain at about 6:00!!

Everyone be sure to be at the Immke Show for our business and social event on July the 7th. It is always a fun weekend. On July 21st, Bruce Miles is planning a possible drive to Buckeye Lake for some fried chicken--more on that at the Immke Show. Bring your food, drinks and chairs. We'll have the canopy and banner up. Hope the weather cooperates again!! August, of course is the "Summer Party" on the 10-12th--get ready!! We also want the hit the Miami Valley car

show--I think Bruce Miles will coordinate that--it was really nice last year--worth the trip!!

Be sure to come to the next meeting with suggestions for the Christmas Party--we need to make reservations early to get our desired date wherever we go. We'll get some news about the TRA gathering in the next newsletter. Let Murray know if you want a Valve adjustment video--\$12. and see Bob Mains if you want a golf shirt with the logo on it. They are a good deal as the cost of the emblem itself is \$12. Also, send any photos of our activities to Nelson for the website. He will also add any "appropriate" link to the website, just let him know!!

Everyone--here is the dip recipe:

1 8oz pkg. cream cheese (room temp)

1 little jar "Old English" cheese

1+ bunch of spring onions (to taste)-sliced with some of the green included

1 pkg "Budding" dried beef, cut into short, thin strips

Just microwave the cheeses together in a bowl for about a minute and then stir until smooth. Add the other ingredients and mix well. Cover and refrigerate for a couple of hours, or until you just can't wait any longer!! :)

Ladies-- we have had requests for hints and suggestions for "traveling in a Triumph". Here are a few ideas from some of us with experience:

--Layer your clothes!! (wear several outfits one on top of the other). That way you can carry several outfits since there is only a 6 square inch area allocated for clothing in the trunk because of the need for all those spare parts and tools and stuff!! (of course, this is a problem in hot weather, but we must all sacrifice for fashion!!)

--Several suggestions for carrying our make-up in the glove compartment (if you have one!) have been made. Do you have a favorite place to "stash" stuff for long trips?

--Be sure to have a "dorky-looking" hat for keeping your hair down while traveling--must have a tie-under-the-chin strap to keep it from flying off--it's better than trying to get the tangles out later!! Just make sure it will fold into a tiny space for storage!

--If you have any other suggestions, be sure to see me so I can include it in the next newsletter--we can use all the help we can get, ladies!!

That's all for now--See you at Immke!!

Margo Washburn

President's Corner

July, 2001

President's Corner

The June social meeting, hosted by Jim and Margo Washburn, at a rustic woodland wonderland in their Minerva Park backyard was another well-attended opportunity to share the 'good life' for the Triumph crowd. Yes, we again flirted with the dark clouds overhead. Fixed the only TR6

around that used the brake to 'stop' the engine. Thanks Doc for the elect-rical surgery; the patient is running and stopping fine now. Look for the event reports and meeting minutes in this edition of the newsletter.

Plenty of stories from the Vintage Races and British Challenge at Mid-Ohio and the TRA National near Baltimore will make the rest of us wish we had a done it.

Now let's look towards the Triumph Show within a Show at the Immke Show and more driving during July. Come on out, invite another member to come with you and let's make it a great month for Buckeye TRIUMPHS.

We now have a number of the TR 6 Valve Adjustment by Halkias Videos—Cost to club members is only \$12 and \$15 to non-members. Get one soon; the detailed comments and visual guide is priceless.

Go BUCKS – BUCKEYE TRIUMPHS.

Bob Mains ims_mains@ode.state.oh.us

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, P.O. Box 584, Lithopolis, OH 43136-0584

Annual Dues: \$20.00 General email: buckeyetriumphs@ameritech.net
Web Site: www.nextek.net/BuckeyeTriumphs

Our current crop of Buckeye Triumphs Officers include:

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Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@intinfo.com	Secretary: Becky Hartley: (740) 753-1066 jhartley@frognet.net

Technical Consultants:
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TR-4's: John Thomas 614-855-4175 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
Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu ,
TR-7 & 8's: Ron Fowler 614-833-6885 tr8@msn.com
Affiliations: 6-Pack Chapter -- Center of Triumph Register of America -- VTR Zone Member

A Chronicle of Triumph: how I became addicted (Part 5)

This month has definitely been busier and more Triumph fun. I finally tweaked the ignition timing and now the engine probably produced at least 30% more power!! This combined with tweaking the clutch hydraulics has made the car much more fun to drive. Just last Friday I took my car for a spin to make sure that everything was working as it

should be, and it was. The car was running better than it ever had before, so I went home and washed it to prepare for the trip to the Mid Ohio Sports Car Course for a car show on Saturday. I was really excited at the possibility of being able to drive my car on the track during the parade lap, but when I pulled the TRusty car out of the garage on Saturday it was running absolutely terrible! We drove towards the race track to see if it would clean up any, but the missing was just getting worse...soooooo back in the garage it went. To say the least, that Saturday was not the best day for Triumph luck. I decided that I would rather enjoy the ride up to Mid Ohio from the passenger seat of my dad's TR6 than to fiddle around with mine. When we were about 10~15 minutes away from the race track dad says, "Was that a TR6 by the road back there?"... Sure enough It was club members John and Charma Huddy, and their car was in a church parking lot with its hood (bonnet for the americanly challenged) up. To make a long story short their fuel pump had come apart and one of the fuel lines was bent so that it wouldn't seal in the pump. We (with the aid of Chuck's Machine Shop)



(editor's note – here is a picture of Chuck's)

were able to help them get to the track. After the pump came apart a second time (to add insult to injury) John decided to go buy a \$25 electric fuel pump from Auto Zone. It was actually pretty easy to install and solved all John's problems.

Some other exciting Triumph news for this month; I finally found my TR250...well actually a pair of them. We responded to an ad on the Triumph list saying that the first people that got a trailer to where these cars were could have them for free. That's right FREE. *(editor's note: not counting gas, trailer rental, food and hotel)* Yeah they're a little rough, but it will give me something to work on this summer while I'm still able to drive my TR6. What more could you ask for to make a great summer?!

Ryan Miles rjhmile@yahoo.com

Buckeye TRIUMPHS Events 2001

BT Business/Social Meetings are generally held the first Tuesday of the month at 7:00 p.m. - those wishing to order food generally arrive at 6:30 p.m. at the meeting location.

BT Driving Events are generally held the third Saturday of the month.

All dates are tentative – WATCH FOR UPDATES AND EVENT LOCATIONS!!!

Please send ideas, suggestions and updates to Events Manager John Huddy email: jhuddy@columbus.rr.com


614-846 2321

July 6 & 7	Len Immke Arthritis Foundation Cruise-In and Car Show, Metro Center, Dublin. This is a biggie and shouldn't be missed. Contact Murry Mercier with questions. Phone # 888-0838
July 21	BT Driving Event hosted by Bruce and Ryan Miles. Details at the front of this newsletter.
Sept. 21 - 23	BT Driving Event to Mid-Ohio for the Valvoline Run-offs, Lexington. Note: BT member, Sam Halkias, races his E-Production TR6 on Sept. 21.
Oct. 2	BT Business/Social Meeting – Host unassigned as yet.
Oct. 20	BT Driving Event. Details TBA
Nov. 13	BT Business/Social Meeting – Host unassigned as yet.
Dec. 4	BT Business/Social Meeting – Host unassigned as yet.

Triumph Events 2001

The following is a work in progress of future events that are attended by BT members. All dates and times are subject to change - watch for future updates!

Please send additional info and dates to Events Manager John Huddy email: jhuddy@columbus.rr.com 614-846 2321

Aug. 10 -12	 <p>The Roadster Factory Summer Party, Armagh, PA.</p> <p>(This is another event that you shouldn't miss. Charles Runyan invites one thousand of his closest friends.)</p> <p>Pre-registration until July 15th at \$89.95 – after that it goes up to \$109.95 per person!</p> <p>Contact John Huddy with questions. Phone # (614) 846-2321.</p>
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Notes from Nelson

Panting

Guess you all heard that my '76 TR6 was smacked the Wednesday after the Easton show. It had come out of the paint shop the Friday before. My insurance company sent me a check for the damage (less \$100) a month ago. The other driver told his insurance company that I rear-ended him. The police report said he made an improper lane change and ran into me. Apparently his insurance company believed the police as I just received the last \$100. If you recall my comments about the painter last month you might guess that I'm going to fix it myself. Have a new fender and hood, new spray gun and portable hydraulic unit. Unfortunately, there is a problem with painting priorities.

The house has been deemed the highest painting priority. Guess who sets the priorities? I hate house painting --- it's nearly as bad as doing the ironing. The house siding is cedar so paint is not required for weather protection, only for appearance. The siding was stained 23 years ago when new. Over the ensuing years it has developed the weathered look of an abandoned Application barn --- that look which many people pay big bucks to reproduce --- and here we have it for free. That argument didn't get me to first base. I'm sure she wouldn't be so gung ho for the paint if she didn't have access to free labor (husbands don't enjoy thirteenth amendment protection). She did say that it'd be good practice for painting the TR6 later --- that's probably where the last painter got his training.

As with all home projects, peripheral maintenance is required, in this case woodpecker damage. We have a huge pileated woodpecker hanging around that pecks through the cedar siding like a hot knife through butter. They tell you these things only eat insects. Don't believe it, this one is after our cats! I haven't been able to get a good photo of him; he's a bit gun shy. Lacking the photo, envision a cross between a wild turkey, a pit bull and a jackhammer. With the groundhogs, deer, and now the woodpecker, things are pretty rough out here in the country.

Then it's a new roof, even though it only leaks a little, less than any of my TRs. With luck I'll have the painting finished by the week of the 4th and will then work on the roof on dry days and on the TR when it is raining or looks like it will be raining. Guess who'll decide when it might rain?

She's letting me buy a pneumatic nailer for the roof job. I explained that we don't want to take the chance that the old worn out compressor might crap out with a large a large section of the roof uncovered and rainstorm approaching. I also explained that the air required for a nailer might tax the old compressor; we needed a much larger one. So, I am now the proud owner of a bigggg new air compressor. I just might find other uses for it after the roof job. (For Sale: very robust like new not so big 220volt compressor.)

Fun projects

John Huddy has the A type OD for his TR3 about put back together. He overhauled the gearbox during the workshops this spring. The OD had had a major failure that required many new parts. Every part has been removed and examined (special tools/fixtures fabricated) and we think we now know what each one does. The new parts have arrived and been installed ---- in some cases several times till we got it right. A friend in Georgia was having trouble with OD leaks and after installing & removing his gearbox several times, decided to motorize the test stand so that he could spin the gearbox & OD for an extended period. I'm copying his design and also making an adapter to connect a pressure gauge. The motorized stand should be done by mid July so we can wrap that job up. We have many pictures that will be used in a future article describing how the OD works and how to overhaul it.

I finally got around to installing a new black top on the '76 TR6. I had been using an old white top from a car junked many years ago. The hardest part of this job was cleaning and painting the frame. This is another job that anyone handy with tools and some spare time can do. Many pictures were taken so that step-by-step instructions can be generated in the near future. The top looks great.

The interior of the '76 is the TR4 shade of red. The seats and interior panels are an exact match. The carpet is a little darker but goes well with the seats & panels. The fuzzy door seals are a much different red that doesn't go with anything. The shade is really weird --- I can picture it accenting a casket --- but not a TR. I attempted to dye a scrap and found it is impossible to stain, dye or otherwise damage those seals. It is now clear that black fuzzy door seals will look great. (I have a nearly new set of beautiful red fuzzy door seals for sale cheap.)

Website

The website is getting a lot of activity. We've passed 5200 hits and are averaging over a hundred hits per week. The recent newsletter article on powder coating was placed on the website under the technical section a few weeks ago. It was then mentioned to the Triumph email list. There were several hundred hits in a few days. The Webmaster got quite a few very positive comments from all over the world. The link was passed to other lists and I got a very nice note from a guy who got it off the (VW) Vanagon list. The following are some other changes to the website.

Personal Pages: Chuck & Wendy Lane have put a personal page on the website including a photo of a really nice white 72 TR6. Contact the Webmaster (that's me) if you need help filling out the form for your very own personal web page.

Zenith Stromberg Carbs: Last winter I wrote a three-part article about overhauling and tuning ZS carbs for future newsletters. From questions to the 6pack and Triumph lists it was clear that a lot of folks were having trouble with the carbs so I put the articles on the website and mentioned them on the lists. The hits popped up again.

Stainless fasteners for TR6: Stainless fasteners (bolts, washers, nuts & screws) were used when I reassembled the '76 after the paint job. Bruce went with me one day when I bought a bunch of the stuff at the local Fastenal store. He later asked that I give him the list of everything I bought so he could order the same stuff for his TR6. I recorded the data in a spreadsheet and then converted it to Adobe Acrobat pdf format. It can be downloaded from the technical section.

TR6 Shop Reference: Jay Welch of Abington, Massachusetts (jay_welch@juno.com) passed on a file containing TR6 reference data he uses in the shop. The file is in Microsoft Word format. Jay treats the file as a living document, adding new information as he learns it. (We all have received a tip on where to buy something, how to adjust something, etc. and then forget to write it down or forget where we wrote it down.) When the copy in use becomes soiled, out of date or lost, he merely prints a new one. He also points out that the font size can be changed easily so those of us that prefer compact information can reduce the print size. On the other hand, some of the more mature folks may require larger type The file is under TR6 Shop Reference in the Technical section.

Club Section: A few weeks ago I checked out some other club websites. The Cape Cod British Car Club had a neat section showing photos of club activities. (Jay Welch had the club URL as part of his email signature, which lead me there.) I decided to redo the club section to make it easier for folks to find the membership application and also to add photos of club activities. I had a few photos, Bruce gave me a bunch and Murry lent me his album. There are about 25 photos there now and your help is needed to identify the specific activity and the date for some of the photos. Let me know those that you recognize. Also, please critique the captions and suggest changes for any you find inappropriate. Also, please send photos of events not represented. The goal is to show as many different club members in as many different (Triumph related) activities as possible. I chose not to identify individuals --- the emphasis in this section is on the club.

Call for Technical Articles: Most the articles in the technical section relate to TR250s and TR6s. It would nice if we had some articles on the other models. If anyone has the writing urge when it is too hot and sticky to go out this summer or too cold next winter --- please do it and send it to me. The conversion to web page format is automated and takes only a few minutes. If you have the interest give me a call or drop me an email and we can discuss it further.

Photos in classified: I've decided to allow photos of autos for sale by club members. If you have an auto for sale, send photo and I'll include it.

New Domain Name: Plans have been underway for many months to register our own domain name. Once that is done and a dedicated IP address secured, we'll make the transition. Hopefully in another month or two we'll be there. The new address will be www.BuckeyeTriumphs.org. The IP address and hosting are being donated buy a local

startup technology company. They request a small acknowledgement on the home page. The new configuration will open the possibility of additional services to our members - keep tuned in.

Why my TR didn't go to Easton this year.

Editor's Note – My thanks to Bob on this update of his TR3A from last year

Bob Klips 1960 TR3A 62926

Last May at Easton my 1960 British Racing Green TR3A was at its first-ever "show," as a "Work In Progress" with no top, no interior paneling, and generally quite rough. But it was RUNNING! I set forth ambitious plans to finish the interior work, and got many helpful hints from fellow club members. Alas, however, since then exactly zero progress has been made towards completing the restoration. More importantly though, the little car was driven a bunch last summer...great fun, so to heck with the niceties. It seemed to use a lot of oil, however...burning it or leaking it, I didn't know ...now I think have an idea!

This spring "Winslow" started up fine, once the weather warmed, and we did the Columbus-Marion Odyssey a few times. But to my dismay when I left the car running while questionably parked at a "loading zone" on the OSU campus I noticed oil STREAMING onto the pavement from the front of the engine compartment. I zipped into a parking garage, left the car with a pizza box "drain pan" strategically placed beneath the offending engine, assumed the front main oil seal was shot, cursed the day 35 years ago when I fell in love with this species of car, and spent the afternoon doing the one thing that seemed more frustrating and impossible than the British car hobby: isolating and analyzing variation in hibiscus plant DNA. When I returned to the parking garage I was saddened to see that the car was neither stolen nor ablaze, so I drove it home nervously, with both eyes on the oil pressure gauge.

I tracked down the problem by taking the car to a do-it-yourself car wash where I sprayed the engine clean, then drove directly home after a brief respite enforced by a doused ignition system. Put on jack stands and left running, I observed with "mystery solved" satisfaction hot oil flowing freely out a 1/4 inch slit in the right-hand side of the timing chain cover!



My positive attitude was short-lived however, as I looked over some repair manuals and found out that getting the cover off would require taking off the radiator, which in turn requires removal of the front apron (cowl, whatever), front grill, and the bumper. For a while, I considered trying to patch the hole in place, but adhesives never work, do they? Plus there was the question of what created the hole in the first place. I suspected a peek beneath the timing chain cover would reveal a chain so loose and prone to wild rattling that it must have whacked the cover hard enough to perforate it. Ha! Not so simple. The job is half done (the disassembly phase) and it turns out the timing chain tensioner was involved. The too-loose timing chain slapped the tensioner into two pieces, and then smartly drove one of those pieces partly through the cover. Parts list so far: timing chain, timing cover oil seal, timing chain tensioner, gasket, and while we were at it, radiator hoses. The repair manual recommends new sprockets, but my budget recommends keeping the old ones. With luck we'll be back on the road soon, and maybe next year show up at Easton sporting either a top or interior paneling, but probably not both. There's no sense hurrying these things!

Late TR Guy

The Continuing Adventures Of...



July 2001: By Bruce Clough (clough@erinet.com)

We have no article from Bruce this month – check out Ron Fowler's submission on TRA

Bruce (clough@erinet.com)

Buckeye TRIUMPHS REGALIA

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).

CLUB NAME TAG SALE

We wanted to remind everybody who is interested that we have a really nice looking Buckeye Triumph club name tag that you can purchase at a very reasonable price. The name tag ,if you haven't seen it yet, is white with our club

logo etched into the tag . We order them from a fellow named Russell Waters who lives on the westside of Columbus.

The price is \$7.50 each. All you need to do is let us know what name you want on the tag with the correct spelling and we will order them for you via Email. You can either call Jim VanOrder at 740-967-2110 or Email at vanorderj@cham-cor.com or call Matt Merz at 614-871-3154. These are really nice looking tags, so get your order in.

Trip Packing List

Editor's Note – the following three items come to us from Jay Ver Hulst with the MG club, thought you would find them useful and entertaining! You can reach Jay at:

Jay R. Ver Hulst [JAY@MCOA.com] Visit the MG club at MCOA.COM

TOOLS and STUFF

- Remote Starter Button
- Extra fuses/ bulbs (remember, British amperage is different than U.S.)
- 4 ' of wire with ends stripped
- Roll of Electrical Tape and Duct Tape
- Flash Light
- Fire Extinguisher
- Small Magnetic Blade Screwdriver
- Small Crescent Wrench & Socket
- 3/8", 7/16", 1/2", 9/16" Open End Wrenches
- 3/8", 7/16", 1/2", 9/16" Sockets
- Ratchet Wrench
- T Cars – Witworth Wrenches
- 4-way Screwdriver (Blade/ Phillips)
- Tire Gauge
- Shop Towels
- Nylon Tow Strap
- 1 gallon Antifreeze
- 2 qts. 20/50W Oil
- Pint DOT 4 Brake Fluid
- 18" Fuel Hose
- Spare Electric Fuel Pump (type that mounts in the engine compartment, pre-fit with alligator clips on wires) (John – Charma!??)
- Jumper Cables
- Car Cleaning Stuff
- Small Side Cutter
- Needle Nose Pliers with Cutter

CONVENIENCE ITEMS

- Food/water

- Cooler
- Cell Phone
- Credit Card
- AAA Card
- Umbrella
- Rain Gear
- First Aid Kit
- Wind Breaker
- Sun Glasses
- Camera & Film
- Sun Screen
- Map / Directions
- Blanket (for the wife when you break down)
- Deck of Cards

BE SURE TO CHECK
THE SPARE TIRE AIR,
JACK AND TIRE
REMOVAL TOOLS
BEFORE YOU LEAVE!

Tool Guide for MG Owners

I have found this information most helpful, and wish to pass on:

HYDRAULIC FLOOR JACK: For lowering a vehicle to the ground. Almost without exception, trapping the jack handle firmly under the front fender.

2 x 4, DOUGLAS FIR, STUD: Used for levering a vehicle off a hydraulic jack.

PHONE: To call your neighbor to see if he has another hydraulic floor jack.

TWEEZERS: Good for removing wood splinters.

SOCKET: Good for falling off your socket extension, rolling off to a corner of the garage, only to slip on later on.

CORDLESS PHONE: Provided it is also laying on the floor, good for calling your wife when you slip on the socket that fell off the socket extension and rolled off to a corner of the garage.

ELECTRIC DRILL: Useful for snatching whatever you are drilling on, spinning in circles and then smacking you on your arm.

VOICE ACTIVATED PHONE: Good for calling your wife to reverse the drill and unwind your fingers from what you were drilling.

WIRE WHEEL: Very useful to clean rust or paint off a part and then throw it via the ceiling, garage walls, your head, landing under the workbench where you need a broom handle to get; also useful for grinding off your fingerprints.

E-Z OUT: A tool that usually snaps off and is ten times harder than any drill bit known to man.

UTILITY KNIFE: Great for opening boxes from Moss while slicing through rubber, leather or canvas items inside of the box.

SCREWDRIVER: Used to screw in screws, pry paint lids

and skewering your hand between your thumb and index finger. When the later happens, it is customary to jump up and down and shout #####!

WIFE: The one who approves all major purchases, such as tools or the items you use the tools on; also know as the "enforcer", "one to be feared" and "Dear".

Wiring Blues

By Jay Ver Hulst

If you have ever had wiring problems, it can be perplexing. Once understood, Lucas wiring is quite simple. If you are looking at a group of wires going to various places in the car, it is first important to establish which circuit they belong to. The plain solid colors like red, white, brown, black, purple, green and blue will give you this information. Those circuits are as follows:

Black (B)	Ground (earth)
Brown (N)	Always HOT, NOT fused
Purple (P)	Always HOT, fused
White (W)	HOT with ignition ON, NOT fused
Green (G)	HOT with ignition ON, fused
Blue (U)	Head Light main feed, NOT fused
Red (R)	Parking/Tail lights, NOT fused

These solid colors may have a thin line on them and is called a tracer. Examples of this are as follows:

Blue/White (UW)	Headlights, High Beam
Blue/Red (UR)	Headlights, Low Beam
Red/White (RW)	Parking/tail circuit, Panel lights
White/Black (WB)	Ignition, coil to distributor
Green/Yellow (GY)	Hot with ignition, right directional indicator
Green/Blue (GU)	Hot with ignition, left directional indicator
Purple/ Black (PB)	Always HOT, fused, horn button (late cars)
Green/Black (GB)	HOT with ignition, fused, fuel gauge from gas tank

Splicing these wires properly is important. The way I have spliced is most likely overkill, but definitely permanent and looks good. Another advantage to this method is that it eliminates the potential for future problems as the wires tarnish or corrode inside butt connectors (the other way to do it).

Tools needed:

- Wire cutter
- Wire stripper
- Thin wire solder



- Micro torch
- Wire heat shrink

First, cut the ends of the wire to have a clean cut end (wires that have been broken may have started to tarnish, it is important to cut the wire behind the tarnished copper wire. Use a short splice wire if need be). Slip on about 2" of wire heat shrink tubing and push up the wire out of the way. Strip approximately 1/2 of wire coating off the ends of wires to be joined. Do not twist the wires at this time, but rather push the ends of the strands of the wires together. Once the strands from both wires to be joined are together, twist the wires. I do this by placing my finger tips from both hands at either end of the stripped wire area, then twist in opposite directions.



Now, without moving the wires, heat the

bare wire with the micro torch. Apply the solder once heated.

Allow to cool. Once

cooled, slide the wire heat shrink over the soldered area.

Re-head with the micro torch without burning the heat shrink tubing.



If you have an original wiring harness, it may be a good idea to unwrap the harness in the engine compartment. This most likely will expose most of the wire breaks, or previously

almost melted through wire coatings. Making the above wiring mends will allow you to re-wrap the harness with new wire harness wrapping tape without noticing the splices.

Re-wrapping the harness correctly is important. I have found having someone hold the end of the wires helps. Start by putting the wrapping tape through the wires about 3" above where you want the wrapping to start. Then, holding the tape taut, wrap toward the closest end (the one 3" away), and then back over where you started to the opposite end. I have found that covering only 1/2 of the tape as you wrap is a good way to go. As you come to where wires split off in Y's, wrap past the Y on the main trunk, then back to the shorter branch....to the end and then back again...proceeding down to the next branch. Once at the end, wrap back up 3" and attempt to pull the wrap back under the previously wrapped wire (this is the trick). Another option is to purchase blue electrical tape and place a piece on this end. Electrical tape is available in the same color as the wiring harness tape. Please, purchase the correct wiring harness tape from Moss. It does not have glue on the tape, which is what you want should you ever need to get back into the harness. It is also more original.

This information is based on what I have learned through the school of hard knocks, and has worked well for me. If anyone can add to this, please let me know!

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.

FOR SALE

1973 Triumph TR6

Mimosa Yellow, 84K Miles New Interior & Under carriage, Very Good Condition / Runs Great \$5,400
Contact John Szlag @ 614-297-7249

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.

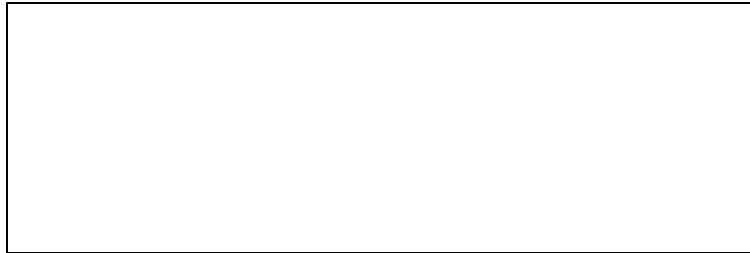
Doug's Parts 614-878-6373

Braden.13@OSU.edu <http://www.triumphparts.com>

Buckeye Triumphs

P.O. Box 584

Lithopolis, OH 43136-0584



Buckeye Triumphs Newsletter – July, 2001

Business Social Meeting at Len Immke on July 7th

Licking county “Chicken Run” driving event on the 21st

See inside for details...