



Buckeye Triumphs Newsletter

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

Miami Valley Triumphs British Car Day Saturday August 2nd - 2003



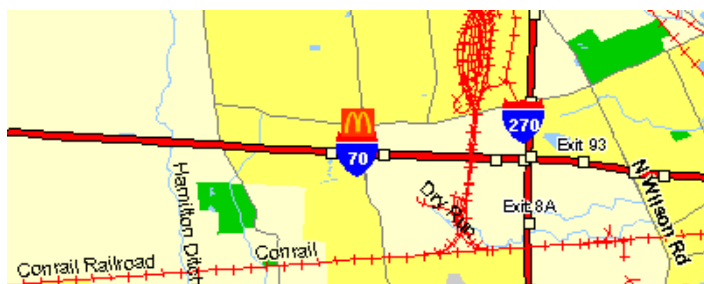
Saturday, August 2, 2003 9 am - 4 pm - Eastwood Metro Park - Harshman Rd. Dayton, OH.

Dash plaques to all entrants, popular vote car show, vendors and

swap meet, Full Service Concession stand, Spectators admitted free.

Registration: \$10 in advance includes free BCD T- Shirt if received before July 19, 2003. \$10 Day of show, Vendors; \$15 or Door Prize of Equal Value or Greater Value

Registration 9am till Noon.



Buckeye Triumph members that wish to caravan to this event should meet at the McDonalds on Rome Hilliard road (just East of 270 on 70) We will leave this location at 9:00 AM. Hope to see you there!

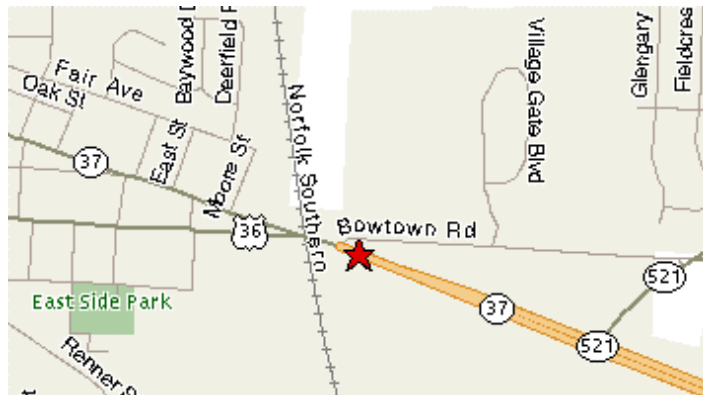
BT Club Meeting - Monday, August 4th at the Corner Café in Delaware, OH

Bill Blake will host the August BT meeting at the Corner Café in Delaware OH.

In Bill's words: *I would like to hold the BT meeting for August 4th at the Corner café Restaurant in Delaware. It is located at 535 Sunbury Road aka 36/37 just east of Delaware. It is a small Greek rest with \$2.00 bottle beer and great food. Monday night is all you can spaghetti night. They feature homemade Baklava and they have this Backlava sundae. You and I can get their Atkins special burger w/o the bun but with cottage cheese and peach*

slices. They stock Ultra also. The number there is 740/369-0377 and they take major credit cards. Bill

Here is a map:



Hope to see you there!

The Event of the Summer is the Roadster Factory's Summer Party August 7, 8, 9, & 10

Summer Party, 2003

This Is the One You Don't Want to Miss...

The Roadster Factory's Summer Party has become one of the premier car shows in America over the past fifteen years, providing more fun than you can have anywhere else with a British car for less money than you would spend to attend a single professional football game. The emphasis at Summer Party is on having great fun with your British sports car by participating in a full range of events. The atmosphere at Summer Party is low-key, and driving events are set up to please first-timers as well as serious competitors. We would also like to see more ladies competing in driving events, this year, and we have set aside some time specifically for ladies to compete with each other. They may also compete with men if they prefer. *(Editor's Note: I did **not** write this...)*

Summer Party, 2003 will also include this year's National Convention of The Vintage Triumph Register, and the Annual Gathering of The TR8 Car Club of America, which promises to bring one-hundred TR8's to Summer Party. This would be a phenomenal attendance for a model of which less than three-thousand were made originally. Other British car clubs are planning to attend Summer Party, this year, and it promises to be the biggest ever. Staff at The Roadster Factory have been working on this year's event since the day after the 2002 event ended. We want it to be the best Summer Party ever, and after this year's big event, we may take a year off to do other work in 2004.

Editor's Note: I talked to Bruce Clough, and he provided the following input:

I'm committed to getting to TRF early, to stake claim to choice ground. We don't plan on meeting others at the Buckeye Lake

Mickey D's, but you might find us at Clem's. I'm bringing my mandolin, so if someone wants to bring another instrument to drown out the bad noise I make, it might be wise. All the Clough Clan will be there, so Poo-Poo Man is back.

If you know others that might want to stay with us that you haven't told me, please invite them. The more the merrier. We are probably going to do something about food, but rather than bringing food the best thing would be to bring money. I'm assuming we will do a shopping run Wednesday night while in Indiana.

TRF SUMMER PARTY CARAVAN

There will be a Wednesday (August 6th) caravan to The Roadster Factory's Summer Party. As usual, we will meet at the McDonald's at Routes 70 and 79. (Route 79 is the Buckeye Lake exit.) We will plan to leave McDonald's by 9:00 AM, so arrive early if you want to eat breakfast. We will drive straight to the TRF. (There may have to be a stop for BBQ as we pass Clem's, of course) John Huddy and Bruce Miles will be your caravan leaders.

Jim Washburn will lead any of you that are coming on Thursday (August 7th), same McDonalds, same time (9:00AM)

BT Driving Event for August (post TRF)

Just to remind you that we're planning a drive for August 23 (2 weeks after TRF) to Wapakoneta, Neil Armstrong Air and Space Museum, admission \$6 per head, free parking. We'd leave the Dublin McDs at 9am sharp, head west from Plain City on rt 161, etc. past Urbana, then north to Indian Lake, Russel's Point, then west on 33 to Wapakoneta. Lunch at Bob Evans, a stone's throw from the museum. (I couldn't find any local, quaint family-style restaurants in the area). Return to Cols via rt. 33, about a 90 min drive to Dublin. Very pretty farmland on the way "up", but not much in the way of hills...it is western Ohio, after all. It's not a long or demanding drive...just right for a post-TRF excursion. Questions? Contact Jim (or Margo) Washburn jimbo165@earthlink.net

Make your plans to attend TRials 2003

TRIUMPH Enthusiasts, registration is now available on-line for TRials 2003, September 18-20, 2003, in Bowling Green KY- the home of the Corvette... (Price goes up August 15 by \$10...)

See following note from Mike Brinker with link to web site with info and on-line registration, payment via PayPal... or print form and mail in to Jeff Slayton.

Murry Mercier - Buckeye TRIUMPHS

Date: Mon, 21 Jul 2003 13:48:27 -0400

From: "Mike" <74@tr6world.com>

Subject: 6-PACK TRials Registration Online

Hello - The annual 6PACK TRials is coming up September 18 - 20, 2003. An online payment and registration form is set up on the new 6-PACK website. There is still time to send in an early bird registration for the TRials being held in Bowling Green Kentucky. As of August 15th, the Registration fee will go up 10

dollars. Trials Registration, T-Shirt Purchases & Banquet Ticket Purchases can all be done online.

If you don't want to register online, but fill out a form and mail your check, there is a pdf you can download.

Go to <http://www.6-pack.org> and you will see the links.

Thanks,

Mike Brinker

6-PACK Webmaster

websixpack@6-pack.org

Editor's Corner

Wow! Lot's of things to research and assemble for the newsletter this month. I usually write this section last, but I have already spent so much time assembling that I feel my creative juices running low.

I have certainly been enjoying Triumph weather. I have been to Mid-Ohio a couple of times, the July meeting – with power outages at the Ice Cream shop (we “low carb” people really did not want to watch you all eat ice cream anyway), and the Immke show. The weather has been pretty cooperative for most events.

One of the things that I have been enjoying most is that I have lost 60 pounds since early this year. (Translation – I now fit much more nicely into my TR6 ☺)

My schedule has been fairly brutal up until the end of June, but I have been able to be home on the weekend. It has seemed that my schedule has not coincided with Ryan's as much as I would have liked, but he has been around here for the last week or so – and we have been preparing for TRF. For those of you who have not met his girlfriend Laura – she will be joining us for the weekend. (I probably should bring her a set of ear-plugs.)

It was fun to see many of you at Mid Ohio and the Arthritis show. (I promise to leave the whoopee cushion home for the TRF trip) We will be trailering the 250 (in case we have any “breakage” issues after the autocross & hillclimb) We put new tires on the 250 today – it now sticks to the road very nicely – and the panasports look very nice as well.

We have made so many friends at the Summer Party over the years, there are just so many nice memories that I am really looking forward to another trip.

I hope to see you there!

Bruce Miles bmiles@IN7Info.com

Next Newsletter Article Deadline – August 17th, 2003

Club Pictures

Editor's Note: My thanks to many of you that sent pictures from the past month. Here are some:



The power was still on at the Pig Iron!



Charma, how are you going to get that home?



I'm not sure how Murry took this picture (say cheese Bill)



Another picture of the Parade Lap (notice the large, white dork hat)



Buckeye Triumphs @ the Arthritis Show



Very nice turnout at the Arthritis show.



Sam Halkias during club racing at Mid Ohio in May. I talked to Sam and things are looking good for a run at the runoffs again – more on "Mr. September" in the next issue.



I believe that this Auburn took best of show – it was magnificent!

Editor's Note – this item from Bill Blake

Hi Bruce, I went to the 2cd Annual British Isles Festival at Renaissance park in Harveysburg, OH. It is absolutely a great time and worth the admission price of \$12.00. The amount of live music alone was really good.



They have a lot of shops set up for British merchandise, everything from clothing to bag pipes to packaged food. I bought a 3x5 flag of Wales and of Scotland for the Arthritis British Show Within A Show in July. They were each \$12. Lot of fancy swords and knives also for sale. Welsh cookies had their own booth! The 3rd annual festival will be June 12 and 13, 2004. Tony Burgess was there along with about 20 MG cars.



It is just past the big swap meet exit off I-71 north of Cincy. I have enclosed pictures if you want to use any of them. We should try to incorporate this event into our schedule next year for sure. Bill Blake

July Meeting Minutes

Minutes of the July 7th meeting of Buckeye Triumphs

The meeting was called to order by John Huddy at 8:12 PM. There was some concern about whether the PigIron was going to be open because of all the power outages in the area, but everything there was fine and we had a really nice turn-out. The plan to head to Graeter's for ice cream after the meeting was "tabled" because their power was out. Several headed over to the Huddy's afterwards for "car talk" etc. instead.

Word on the Immke show was that some of the judging of the cars would be organized by year, rather than make or model. Our set-up was to be next to the "Jags". (The weather couldn't have been nicer for Saturday--after the storm which delayed many in getting there. We all had a good time and many more Triumphs showed up than last year.) John passed out nice posters from Easton that

were given to him free of charge. We discussed the "Drive-in" plans for July 19th and decided that the price was too high and there was no way to find out ahead of time what movie would be playing so the concensus was that perhaps it wasn't going to work.

The Dayton show is coming up and we should get a group together to drive over. It is always a good show. The TRF Summer Party will be held in August as usual, but the word is that it will be the last, so all should go who have a chance. There will be groups driving down on both Wednesday and Thursday. Huddys will lead the group early Wed. to make sure we get a good campsite. Contact him with questions. Washburns and others will be going down on Thursday. You can contact him for that caravan. The "motel-ers" will be staying at the Holiday Inn in Indiana, Pa

There was some talk about the TR2 that Joe Richards has restored to its original specs. Jim VO talked about the emergency hood release that he has had made which will work on TR4, 250's, 5's and 6's. Contact him if interested--the price is \$4. including instructions.

Bill Blake is in charge of the meeting on Aug 4. Look for details elsewhere in this newsletter.

Respectfully submitted, Margo Washburn, Sec'y.

President's Corner

If you missed it, shame on you. I am, of course, referring to the 21st Annual Arthritis Foundation Classic Car Show and "Cruise In". Due to past experiences, Charma and I knew that we had to be at the Dublin Metro Center before 5:00 PM to ensure a decent spot for the Friday night "Cruise In". Due to all the recent nasty weather, I didn't have an opportunity to clean up the cars. So, I spent a couple hours in the afternoon getting the funk off of our TR6 and Mini. When we arrived at 4:00 PM, the parking lot was already full and cars were being parked in the grassy areas. The British car area was across the main road, which was partly shaded and provided a good vantage spot. As expected, the area abounded mostly with Triumphs and MGs. There were, also, a few Healeys, a lone classic Mini (plus a new one) and one Lotus Super Seven. I have never understood why more British cars don't appear at this great venue along with the hordes of General Motors, Ford and American Motors products, Mopars, Street Rods and the occasional Nash Rambler. But despite the rather small turnout of LBCs (45, I think), there were a total of 1,500 cars at the "Cruise In". The evening's entertainment was Mike Albert, who does his "Memories of Elvis" show along with the "Big E" band and two comely female vocalists. (I never was an Elvis fanatic, but Mike certainly pulls off some excellent renditions of the many Elvis hits.) During the intermission, the Foundation presented one hundred six foot trophies to the owners of various cars in all sorts of categories such as: Best Paint, Best Engine and/or Best Use of Annoying Blinking Lights. Much to our surprise, Charma won one of the six footers

with our Mini for "Best Future Classic" (or something like that). As you could imagine, the trophy is taller than Charma (or me). It was a bit of a challenge to get the trophy into the Mini, but with the help of Greg and Ann Gillman, we managed to squeeze it in with four inches to spare. What a remarkable little car! After the break, "Elvis" continued with his show until 10:00 PM.

On Saturday, the day began with a brief shower (just to make things interesting). I arrived about 10:00 AM and I spent the next hour cleaning both of our cars. At 11:30 AM, all car show judges were treated to a free lunch at the local Wyndham Hotel. The Foundation paid for the lunch and they even gave out free event golf shirts. Cool! Judging started a little after noon and most groups were done by 2:30 PM. At about 3:30 PM, first place winners were notified and told to line up for the parade. The parade began shortly thereafter. All second and third place winners were announced and first place and "Best of Show" winners were driven past the stage to accept their awards. Unfortunately, the LBC "Best of Show" winner, which was a stunning Austin Healey 3000 from West, by God, Virginia overheated in the parade que. A few of us were enlisted to push the car, but the owners were too embarrassed to be pushed past the stage and insisted that we shove the car to a parking spot. (Hell, I was ready to perform some LBC antics in front of the crowd.)

At about 6:30 PM, a small group of the BT faithful went to the nearby Cooker's for dinner. We were seated and served pretty quickly. We made it back to the Car Show area about 15 minutes into the "Phil Dirt and Dozers" Show. Although, both Mike Albert and the "Dozers" have been the entertainment headliners for the last several years, we thought that both were particularly good this year. "Phil Dirt" did their talented, and sometimes funny, renditions of popular songs from the '50s and '60s. They performed three sets that lasted until nearly 11:00 PM. Then, it was time to pack up and head home for another year. The weather had been just about perfect, the cars and crowds were plentiful and the vendors seemed to be always busy. So, hopefully, the Arthritis Foundation ended up with healthy "profits" for their research and cure into such a crippling disease.

If you couldn't make it this year, be sure and put the 22nd Annual Immke Arthritis Foundation "Cruise In" and Car Show on your calendar for 2004. For only \$30.00 admission for the entire weekend, it is truly one of the best bargains (and times) around.

Moving forward, the next "Biggie" is The Roadster Factory Summer Party. It will take place from Thursday, August 7th through Sunday, August 10th and is an event-packed weekend complete with various driving events and fun parties. To ensure that we get our usual "prime" camping spot on the polo grounds, several of us will be driving over on Wednesday, August 6th. If you are interested in caravanning on Wednesday, please contact Jim VanOrder or me. The Thursday group will be lead by Jim Washburn, although Jim wants to go straight into Indiana, PA to

secure his motel room before going to TRF. Contact "Jimbo", if you want to cruise over on Thursday.

As an unpaid political announcement, I strongly encourage all BT members to attend the Summer Party. Charma and I have attended every Summer Party held since 1990 and we have always had a great time. Charles, John, Deb, Dolly and the rest of the crew work hard all year to put this major event together and their hard work always shines through. Within his recent communications, Charles has already stated that TRF will take next year off to work on other LBC projects. So, don't miss this opportunity to share in the Summer Party good times.

BTW, the Huddy vehicle fleet is now down by one. We sold our '97 Contour, but it went to a good home. Hmmm, maybe we now have room for a TR8. ????

See you on the road,

John - jhuddy@columbus.rr.com



July 2003: By Bruce Clough (clough@erinet.com)

TR Noir – Stop That Air!

Introduction:

Ever driven in a sidescreen TR at speed? Notice how you get beat about by the wind? Maybe bludgeoned is a better word? When I was 27 I thought this was pretty cool (well, maybe I was a bit beat up after doing 800 miles one day!). Now almost 17 years later I'm not so sure! I remember in 1993 when COCTRA hosted TRA National Meeting at Hershey we drove all the way in the ex-Grey Ghost TR3B both ways, one day each way. We were tired, sunburnt, and hurtin' butts, but the worst was the windburn and Albert Einstein hairdo.

Now that we have another sidescreen TR I'm bound and determined not to repeat that experience. I got sun visors and wind wings, but that's not going far enough. I want to stop the air so I don't look like Yahoo Serious.

So how does one go further? Simple – deflect the wind that comes up from along the door. There is more of this than you think. Try an experiment – driving with your Early TR, put your arm long the outside top of the door and open your hand parallel with the ground. Wind dies down considerably. So how do I block this area?

The idea isn't new. Stan Seto has a couple made by a friend.



Picture Of The Passenger Deflector w/Straps – Yes, I still Have the Picture Of QEII – Who wants it? Steve E., still loyal British Subject? Want it? How about your dad?

I've asked Stan to get me a pair. Stan came back and said: "Would you mind waiting? He wants to get an order of at least five before he makes them." Okay...

If you can't buy 'em, make 'em

But what do we do in the meantime – TRA '03 is coming up and I'm driving the TR2.??? Hmm, looking around the garage I noted that I have plenty of aluminum sheet, bars, and rubber mat. As Red Green says "If women don't find you handsome, at least they'll find you handy". I set to work making a pair.

It was only after I sat down to write this that I realized that I didn't really have any plan on what they would look like – I just jumped in. I don't have drawings, measurements, CAD/CAM files, nothing except pictures of the completed deflectors. I know I wanted them close to the door, and I know I wanted them to fit into the side curtain brackets. It turns out that 1" aluminum bar stock from Lowe fits the brackets almost perfectly.



Picture Of The Passenger Deflector Bottom. QEII looks on in agreement.

I then made 90 degree bends in the bar stock conforming to the contour of the door top pad, figuring out that 5" of bar sticking out ought to give me a wide enough surface to rivet the shield to. I then added another piece of bar to the part sticking in the side curtain holder, bent just right for snug fit. This took some trial and error. For me, mostly error.

So now I had for bent brackets hanging out of the doors. Now for the shield. Rather than use the high-tech Lexan of Stan's friend, I went with good old aluminum plate I had sitting around the garage from a different era in Clough cars (I think I bought it for the '61 Plymouth Fury...). This stuff is thick, and it has those funky diamonds on it for when you build a step for your 4X4 from it. I cut two pieces, 4" by 27" (I think) and bent them to meet the brackets, match the door contour, and not run into the wind deflectors.

I was just going to pop rivet them to the brackets for each side, but I figured that steel pop rivets holding two pieces of aluminum together might loosen up over time, so I epoxied them on also – epoxy & pop rivets – Clough's garage at it's best!

To top the deflectors off I glued a strip of sheet rubber on top, enough to make it softer, but not enough padding that someone will put their arm on it (just say no to bending moments). So at this point they looked like:



Shot from on top car with deflector mounted in Passenger Door. My co-pilot lies sleeping in the car.

Only one problem – the old sidecurtain brackets are original, and the set screws either turn hard, or are stripped out (gotta replace them...), so the deflectors won't stay in easily.



Picture Of Deflector Mounted On Car From The Outside



Picture Of Deflector On Passenger Door From Inside – Note Safety Straps

To keep them on I made some straps out of nylon webbing and attached snaps to the deflectors and the doors. So How Do They Work? A report after I get back from...

TRA '03 Auburn, IN



#6

Bruce Clough

Xenia, Ohio

1954 TR2

This year TRA was in Auburn, IN – Home of most things automotive, or at least ACD (Auburn-Cord-Duesenberg) or Kruse related. It was hosted by COCTRA, but really put on by Lou Metelko, who just happens to own my old TS981 TR2. Rather than write a Setoian novel of epic proportions, I've decided to write snippets since that's about all the time I have!

The Rain In Spain Falls Mainly On Bruce

The day we left the Weather Channel was showing a small chance of rain, and the only shower was near Brookville, and I knew that we were heading north to meet up with the Macy's, so I thought we were in the clear. Wrong. Rain found us about Fairborn and stayed through Medway. Both the weather Channel and WHIO showed the rest clear and the rain moving south. Liars. Bridgett was with

me, and she can vouch that rain comes in above 35mph with the top down. Her baptism of fire.

Generator? Who needs a stinking generator?

Ft. Recovery, Ohio. This will forever be in my mind the home of failed dreams, the place where my BRAND STINKING NEWLY REBUILT GENERATOR died. The place where I pulled into a gas station and gave the crowd a thrill watching the fast-paced "replace the control box" Olympics. Field could checked out fine. Generator looked fine. Control box was fine. Still no charging. We decided to press on anyway. It was daylight and without using lights we should make it to Auburn no-problem. A couple of miles north of Ft. Recovery the generator started to work again. Stay tuned for the next chapter later...

Kruse Center – An Interesting Place

TRA '03 was really a two-site affair. Lodging, drinking, and most after-hours entertainment (make of that what you will) was at the hotel complex. Car show and most of the events were held at the Kruse Center which is one exit south of the hotels on I-69. I could have driven that stretch of road in my sleep after this weekend!

The Kruse Center itself is part car museum, part military museum, part events center. We were in the events center part of it. How are the museums? Don't know – didn't have time to look – have to do that some other time! Why didn't I have time? I'll blame it on the generator. As I said, more later...

The part where we were at is basically a metal pole barn with a concrete floor. White, stark, utilitarian, and worked well. Cars parked at one end, tables and chairs at the other. Roadster Factory set up in the front, and the car's parking spots were marked with drip pads – you got a spot and that is where you parked your cars when you were in the center. Kinda cool having events and the cars there at the same time.

Indoor Concours

Friday morning, that's right, Friday morning concours was at the Kruse center. It was changed around this year, and I think for the better. Although my generator had packed it in, I had borrowed one from Joe Richards (thanks Joe), so I was ready to drive over to the show first thing.

At the Kruse center we had assigned parking spaces complete with drip rags. What, our car leak? I pulled in with Bluegrass blaring and sunshine in the air. Let me show you a few pictures of the show:



Concours Picture #1 The TR3B and TR4 Concours row with folks busily shining their beauties



TR2 Concours Row



Registration Desk at The Auburn Inn. Charma Huddy trying to look non-descript.



TR Noir, Red Long-Door, And The Butt End Of TS1

Lots of pretty cars. Gone are the days when a bunch of beaters show up. I remember my first TRA National back in 1984. A bunch of beat-up cars and gobs of vendors selling spare parts. Now the vendors are absent (besides Roaster Factory – thanks guys) but the cars are pristine – the worst cars there I would label in “good” condition. During the show I stayed near TR Noir to look at the bad generator (more on this later) and discuss the air deflectors with about everyone who walked by. If I had a gross of them I would have sold them all!

TS1LO – Yep, Together And There

Joe & Dottie Richards, by hook, crook, and a whole lot of elbow grease and \$\$, mostly the last two I’m sure, had the first production TR2 at the show. What a hunk of nostalgia. Obviously it was the star of the show. If you get a chance when you’re driving around Columbus, call Joe up and ask if you can stop by and see it (Joe will probably yell at me for this, oh well, fame comes with a price). He did a very nice job on an impossible task – the car was very, very rusty when he got it, and most of the body panels were anything but standard.

During Concours a local news crew came by and interviewed him in TS1LO. Both the interviewer, Joe, and the camera lens stuffed themselves in the car. I wonder what Ken Richardson would think of that? I’m sure somewhere he’s smiling!



TS1LO In Person



Smile Joe – You’re On Candid Camera!

Auction – As Usual I Bought Something

This auction was a bit different. They loaded the lobby of the Auburn Inn with chairs and shoehorned us all in. Alice volunteered to help tally the auction, so I took care of Bridgett and Duncan (aka “Spew Boy”), both of whom acted good the whole night.

There were many things I could have bid on, like the radio that went for \$800, a tool roll, and some odds and ends, but what caught my fancy was a toy riding car Joel Rosen put on the block. I was tempted, but when Bridget exclaimed “Daddy, we have to get this” I opened up my mouth and bought it. I paid \$150 for it, which I thought was a deal. I found out later that Bridgett stole the heart of other potential bidders and they shied away from higher bids. I knew that girl can swoon a crowd!

The car itself was made by Marx toys, and rolls and steers. It also makes noises as soon as I fix the noisemaker part of it. Restoring a toy car. Another line for my resume.

For some reason Tom Householder didn’t show up this year. Usually Tom shows up to the meet before the auction and brings some interesting wares to sell. I guess

we'll find out later. His absence was noted by quite a few folks.



Auction Buy – Bridgett already stuffed the animals in it for rides around the room. Cute kid...

Early Morning Bee-Line To The Food!

Normally this is the Early Morning Run, and normally it's Friday morning. Well, not this year. Saturday morning saw us lining up – gobs of early TRs in line, heading west to breakfast.



Line-Up For The Early Morning Run

It was a beautiful day to cruise, in fact, the weather the entire weekend was wonderful. It was a straight run west, escorted out of town by the local police. The place we ended up in (name escapes me) was great – food served family style, and as much as you wanted. Since I'm trying to be not as fat as I am I didn't indulge as I normally would have. We beelined it back to the hotel so we could change and get on to...

Shipsewanna (or spelled something like that), A Wonderful Tourist Stop

Shipsewanna is a town in the midst of a large Old Order Amish population in Northern Indiana. The meet had

procured vans to take people there, but we drove ourselves (2 kids, etc.). Now, I'm used to towns which cater to tourists and the old-timey themes, living near Waynesville, OH, and visiting Lehman's Hardware once a year or so, but this place is nice. Shops are what you'd expect, lotsa reproductions to make your computer-wired house look primitive. One shop I liked was a New-Age place tucked away next to an ice cream shop. Looked like he never got any customers. I wonder if he ever did a customer survey!

Pictures, Pictures, Pictures

The rest of this is a couple of pictures with captions...



John Huddy came straight to TRA from a Cushman Convention. It took him a while pushing the TR6. He chained the Cushman to a tree the entire weekend to keep the tree from being stolen. Nice guy, that John.



TR Noir – Happy & Waiting For Next Year

Oh, Did I Mention: Best Of Show Won By A TR4!

The Floyd's white TR4 took Best of Show – congrats to them and the first time a non-sidescreen car took it.

The Macy's from our own MVT took a prize in Participant's Choice - as I expected, we didn't, but then again, we're there to have fun, not collect plaques! Got enough of those already!

Hat's off to Lou Metelko for hosting the the Meet. I think it took a few weekends from his life, and we appreciate the time well spent! Next year's location is still TBD, when I find out (and since I'm the National Meeting Coordinator someone might let me know) I'll pass it along.

By the way, the deflectors worked wonderful! I'll have to attach the rubber padding with something more substantial than 3M Super 77, but besides that they did the job and provided an armrest! I'll have to draw out some plans...

Back To The Generator

As I promised, here is more verbiage on the generator failure. Recapping, I bought a rebuilt generator from Victoria British (believe it was rebuilt by a company called "BRC", and it came in a green box). One hundred miles into ownership it packed it in on the way to TRA '03. While swapping in another generator a part fell out. A commutator segment from the armature. I kid you not. I've never seen this failure. During the Concours I took the time to take it apart and this is what I found:



Commutator segment and the place it came from

For some reason, maybe stress from the rebuilding process, the mechanical attachment failed. That's all she wrote!

TRF was at TRA, so I bought a brand-new generator and threw that on. The new one that turned out to be bad is on its way back to Vicky Brit. We'll see if I get my money back. Stay tuned!

Poem Of The Month

From the wedge list, our resident poet, Major Tom, wrote a nice one this month – I'd like to share it with you Early TR'ers...

A bad misfire it's said
could be a burnt valve, instead
of the rings on the piston
which lower the compression
and leave you scratching your head

but the test of least labor
is squirt oil in the chamber
using a routine gauge tester
then record before and aft pressure
See if the it drops below spec sir

MT

Yeah, it isn't Frost, but who cares!



August 2003: By Bruce Clough
(clough@erinet.com)

Cincinnati BCD – Featured Marque?

July 13th, 2003. Day dawned sunny and cool. Forecast high was in the low 80's. Are you sure it's Cinci BCD day? Not 95 degrees, 80% humidity and thunderboomers all around. Something's not quite right! I'll take it! I arranged for us to meet at the Frisches near Middletown Mall. Quite a few cars showed up. TR6's, 7's Spits, 3's, man, they all came. We were in TR Noir, we being myself and Bridgett – mom and Doc were in something air conditioned with room for a stroller.

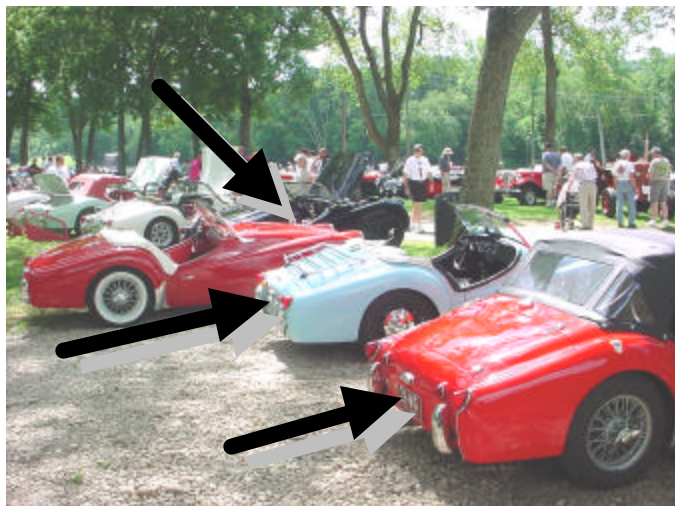
As usual, the drive down was filled with excitement, this time the Ball's went 4-wheeling, getting off the side of the road due to a cycle turning in front of the caravan. Quick check showed nothing fell off the car. We didn't want to check Ellis's pants. Some things are best left alone.

Pulling into the park, I headed towards the Early TR Group, parking right next to John Ewell's "Triumph Mutatis", and just down from Lou Metelko's TR2 (which I owned at one time...). There must have been 12 sidescreen TRs there, but only two TR2's.



MVT At Work – Setting up the spread. Tonda lays out the blanket while the Rutledges stare at another blue car TR2 was the featured Marque, right? I was in a TR2, right? Anything special for TR2's or TR2 owners? Nope. Okay, so I shouldn't complain. Aw heck – they at least could have given us a free water!

...Which we didn't really need since the weather was cool. Heading down with the rest of the Clough's to the vendors, I didn't find any parts of note. I did run into Doug Braden NOT selling parts (does a better job on ebay). I watched Bridgett make the purchase of the day, a flamboyant hair ribbon thingy. I watched Alice buy some shirts. Me, nothing. Oh, I did look at a TR7 for Mike McKitrick – was for sale out in the parking lot. My advice – run away or pay \$500-1000 less for it! Mike ran away.



Sidescreen Row- MVT Cars Are "Pointed" Out.

The rest of the time at the show was pretty, er, boring. I chatted away with folks wondering about my wind

deflectors, wondering what the word "NOIR" meant (hint – it's French for "black"), thanking Alice for getting real food for lunch, and watching Doc spit up. About 2pm all our fun meters were pegged out, so it was time to head to Balls and the pool. Alice & the young-uns left first, I followed up a few minutes later with the Macy's following.

Drive to the Balls was uneventful. We got there in time to jump in the pool. Cannonball Clough was in usual form – nobody else would join me though! Oh well, float around the pool and watch Ellis get the food...

...which I never got – just as I got out of the pool, something hit me, threatening to cause me to erupt from both ends. I bid a hasty farewell and drove home, a torturing drive somewhat made easier by the thought that all I had to do was lean out to blow chunks, if need be. Once at home I went right to bed, and was fine a few hours later? Wendy's chicken sandwich on the verge of being real bad? Funny breakfast? Don't know – just know that I made it to Baltimore the next day without problem. Several observations of the day:

1. I can fog for mosquitoes. I added external oil feed line to the engine, to increase oil flow to the head. It also increased the oil available to go down worn valve guides. Can you say Blue Smoke? I wanted to replace the head this winter anyway!
2. Top times at the strip were turned by a drag TR7. No, it doesn't have a stock engine in it. 120 mph, times in the low 10's through the quarter.
3. Parts vendors were down. I'll have to write an article about that later – I think I know why.

Epilogue

As I mentioned, we had to take off to Baltimore the next day. When we got back there was a nice brown package at our door. Inside it was this:



The note said I took second in class. Sweet – there were a lot of nice TR's in that class. Looks like my upper and lower GI problems were not for nothing.

That's it for this month – until later....



August 2003: By Bruce Clough
(clough@erinet.com)

TRF's - A- Coming!

Wouldn't you know it. Next month is the big wedge gathering at the TRF Summer Party/VTR Convention, and I think the clutch is going out on the 8!

Clutch? Say it ain't so Joe!

Eh, wish I could say otherwise. I was going to my mandolin lesson one day and 15 minutes into the ride I had significant "judder" letting out the clutch in 1st or reverse. I had noticed it before, last year, but it wasn't this bad. This rattled the teeth and chirped the tires. Not good.

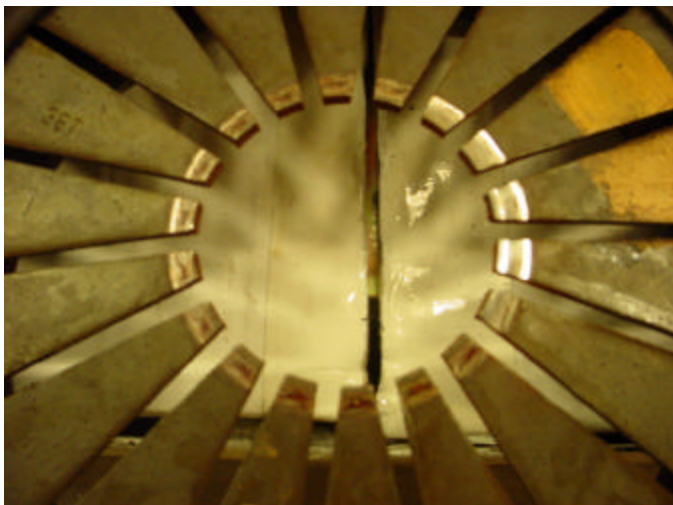
Up on the lift a quick check of the rear suspension showed it to be fine, and the driveshaft ditto. Rats, couldn't be something easy! Never something easy, never! Off came the exhaust first. From the looks of it, I needed to reseal some of the connections anyway. While pulling the left side headers I noticed that the clutch line bracket on the left side of the engine wasn't attached to a transmission bolt, like it is supposed to be, but was wedged between the bellhousing and the block (below).



Position of the clutch line bracket against the face of the engine block that bolts to the bellhousing. No, it is not supposed to be like this!

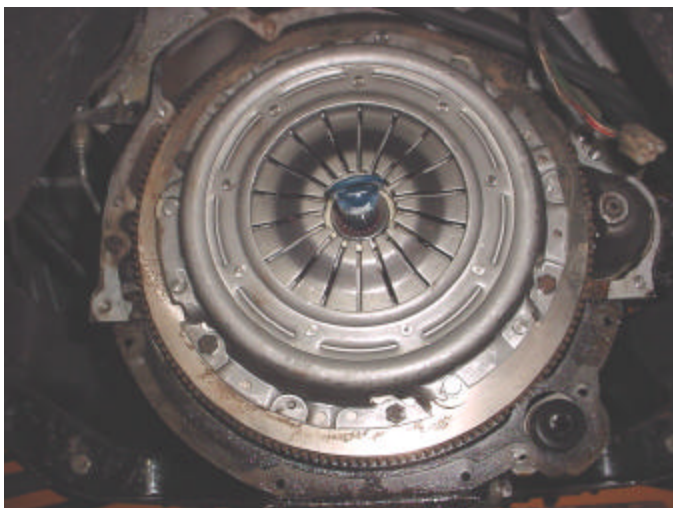
This ain't right folks. Now, from the clutch slave cylinder work of a year ago I knew that goons had worked on this car – now I know how goony they were. I don't know if that much misalignment would cause weird clutch wear, but it bode ill for the rest of the dismantlement.

Speaking of the dismantlement, it went fine, even lowering down the tranny went okay. Good think my mom didn't see that! It was more a controlled crash than Hulk lowering it down. After the tranny was safely away from the car, waiting for a cleaning, I inspected the clutch assembly in the car, and it wasn't pretty. As the picture below shows, there was uneven wear on the clutch plate release fingers, which meant that some were sticking up more than others, which meant that something is uneven. Measurement of the clutch disc showed it was fine, so the release assembly is suspect. And also junk!



Uneven wear evident on the clutch release fingers – yuck! Out came the credit card, fast fingers dialed Victoria British and ordered an entire clutch kit (disc, bearing, release assembly) for \$189. Was told it would be there in a couple of days.

I then went out to the garage and discovered that the pilot bush in the flywheel was junk also, back to the phone. I next discovered that the TR6 clutch alignment tool wouldn't work. Splines were right, pilot hole is too big on the TR6 – drat. Back to the phones again...



New Clutch In Place!

Fortunately all the parts kinda showed up at the same time, and they all fit. The clutch was in place and ready to go. The picture above shows the wonderful sight! Dragging a neighbor over to help, I put in the tranny. Slid right in and bolted right up. Rest of the parts went back on easy – wish other cars were like this!

The virginal drive of the clutch went very good. Easier shifting, no judder. Now to replace a few other bits getting ready for TRF. More on that (maybe) in next month's Late TR Guy!

That's all for this month. See you at the August meeting!



BT Website powered by Lucas?

Editor's Note – the web site had some technical difficulties during the month of June (while Nelson was in Africa) – he provided us with an update:

June was a bad month for the BT website. My son's company has hosted the site since inception --- for free. Couldn't argue with the price. He in turn contracted for broadband services from a company in Newark. The service he received was not so hot, but the price was right. Recently that service had deteriorated to the point that he moved his paying customers to another broadband provider in Denver. I kept thinking that someday I was going to have to deal with issue, but something was always a higher priority.

The service went to pot in early June. I was out of town but using the BT email so I knew at once. The problem was associated with the database that covers the URL (www.buckeyetriumphs.org) to the Internet address (IP address) of the server hosting Buckeye Triumphs. There are several copies of that database. Apparently only the primary record was screwed up. So, many attempts to access the website were turned back. However, if that primary database was unavailable (which happened often) then the access was successful. Further complicating this is the fact that the records of successful accesses are stored (cached) on other servers. The bottom line is that it worked for some and didn't for others. In hindsight, maybe that was appropriate; it's probably the level of Internet Service that Lucas would provide. (Why didn't I have the defective record repaired you ask? Well, the mean time to respond by that broadband provider is measured in weeks.)

After my return I decided it was time that we cough up a few bucks and purchase reliable service. This decision was in part influenced by the current low rates --- in our case, \$4/month. The service is now up on the new provider and it seems to be running great.

Only a couple email addresses are provided in the new service package so I eliminated the BT email service. As far as I know I was the only one that was using the service regularly.

The plan is to clean up the website in the next few months in anticipation of passing a nice clean website to a new Webmaster around the end of the year (this year --- 2003). If you're interested in volunteering for that prestigious high

paid job, let me know.

Nelson Webmaster@BuckeyeTriumphs.org

Any volunteers?? Nelson has don a superb job for us – if you are interested please see any of the club officers. Nelson’s passions have refocused on geared steam locomotives, I encourage you to check out his new web site at: <http://www.nelsonslocomotive.com>

We also received the following email from Nelson, he says that this is one of the responsibilities of the Webmaster:

-----Original Message-----

From: Webmaster [mailto:Webmaster@BuckeyeTriumphs.org]

Sent: Wednesday, July 02, 2003 10:55 AM

To: Bruce Miles

Subject: Fw: Buck eye Triumph

Bruce,

To the BT webmaster falls many responsibilities such as explaining to people outside the US the definition of a buckeye or in this case, buck eye. In the past I've used a description similar to that below. It's an awesome responsibility, but I shoulder it without complaint.

Nelson

----- Original Message -----

From: [Webmaster](mailto:Webmaster@BuckeyeTriumphs.org)

To: [Bill Revill](mailto:Bill.Revill@BuckeyeTriumphs.org)

Sent: Wednesday, July 02, 2003 6:40 AM

Subject: Re: Buck eye Triumph

Hi Bill,

The online dictionary defines buckeye as:

1 : a shrub or tree (genus *Aesculus*) of the horse-chestnut family; also : its large nutlike seed

2 *capitalized* : a native or resident of Ohio -- used as a nickname

The state tree of the state of Ohio is the buckeye hence the nickname of those from Ohio as Buckeyes. The major university in Ohio -- The Ohio State University call their athletic teams the Buckeyes --- i.e. OSU Buckeyes. OSU (50,000+ students on campus) is recognized throughout the world for academic excellence. The OSU athletic teams are also recognized for excellence within the US; they are the current reigning football champions (real football with the pointed ends). So, within the US, Buckeye is associated with Ohio and hence, when the local Triumph club was formed, it was natural to call the club Buckeye Triumphs ---- The Ohio Triumph Club.

Another well know but seldom talked about characteristics of Buckeyes is that male Buckeyes have phenomenal success with women, especially woman from other states. This together with the OSU Buckeyes dominating the athletic fields for the last century has caused considerable envy among males from other states. Those unfortunates have seized on the fact that the buckeye (the fruit of the buckeye tree) is inedible and refer to the Buckeyes as "worthless nuts".

So mate, that's probably more than you wanted to know about the Buckeyes.

Love Australia and hope to visit again soon,

Nelson Riedel

BT Webmaster

----- Original Message -----

From: [Bill Revill](mailto:Bill.Revill@BuckeyeTriumphs.org)

To: webmaster@buckeyetriumphs.org

Sent: Wednesday, July 02, 2003 2:14 AM

Subject: Buck eye Triumph

Hi all, great site, but what's a buckeye triumph? We've never heard the expression in Australia!!

Greetings from the TR Register, OZ

Bill Revill

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


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

Our current crop of Buckeye Triumphs Officers include:

President: John Huddy (614) 846-2321 jhuddy@columbus.rr.com	Vice President:
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@core.com	Events:
Newsletter Editor: Bruce Miles (740) 587-4179 bruce.miles@buckeyetriumphs.org	Secretary: Margo Washburn 614-882-5219 jimbo165@earthlink.net

Technical Consultants:
TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or John Huddy 614-846-2321 email: jhuddy@columbus.rr.com
TR-4's: John Thomas 614-855-4175 or Bruce Clough 937-376-9946 clough@erinet.com
TR250, TR-6: Robert Mains 614-890-7767 bob.mains@ode.state.oh.us or Jim VanOrder 740-967-2110 vanordergj@core.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

2003 British Car Events

Date	Event	Contact
August 2 nd	Dayton, Ohio British Car Day 2003	Miami Valley Triumphs & MG Car Club http://www.miamivalleytriumphs.org/
August 2 nd	Cleveland British Car Day XVII At Shaker – Cleveland, Ohio	Northeastern Ohio British Car Council
August 7 th – 10 th	The Roadster Factory Summer Party	The Roadster Factory 1-800-678-8764 www.the-roadster-factory.com
Sept 15-21		Mid-Ohio Sports Car Course 1-800-MID-OHIO www.midohio.com

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).

Comedy Clips

Editor's Note: These came to us from Margo Washburn – thanks Margo!

~~~~~  
 Gardening Rule: When weeding, the best way to make sure you are removing a weed and not a valuable plant is to pull on it. If it comes out of the ground easily, it is a valuable plant.

~~~~~  
 The easiest way to find something lost around the house is to buy a replacement.

~~~~~  
 Never take life seriously. Nobody gets out alive anyway.

~~~~~  
 There are two kinds of pedestrians -- the quick and the dead.

~~~~~  
 Life is sexually transmitted.

~~~~~  
 An unbreakable toy is useful for breaking other toys.

~~~~~  
 If quitters never win, and winners never quit, then who is the fool who said, "Quit while you're ahead?"

~~~~~  
 Health is merely the slowest possible rate at which one can die.

~~~~~  
 The only difference between a rut and a grave is the depth.

~~~~~  
 Get the last word in: Apologize.

~~~~~  
 Give a person a fish and you feed them for a day; teach that person to use the Internet and they won't bother you for weeks.

~~~~~  
 Some people are like Slinkies . . . not really good for anything, but you still can't help but smile when you see one tumble down the stairs.

~~~~~  
 Health nuts are going to feel stupid someday, lying in hospitals dying of nothing.

~~~~~  
 Have you noticed since everyone has a camcorder these days no one talks about seeing UFOs like they use to?

~~~~~  
 Whenever I feel blue, I start breathing again.

~~~~~  
 All of us could take a lesson from the weather. It pays no attention to criticism.

~~~~~  
 Why does a slight tax increase cost you two hundred dollars and a substantial tax cut saves you thirty cents?

~~~~~  
 In the 60's, people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.

Politics is supposed to be the second oldest profession. I have come to realize that it bears a very close resemblance to the first.

~~~~~  
How is it one careless match can start a forest fire, but it takes a whole box to start a campfire?  
~~~~~

AND THE # 1 THOUGHT: You read about all these terrorists -- most of them came here legally, but they hung around on these expired visas, some for as long as 10 -15 years. Now, compare that to Blockbuster; you are two days late with a video and those people are all over you. Let's put Blockbuster in charge of immigration!!!

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

I have an average set of wheel trim rings for a TR6, asking \$50.00

Contact Bill Blake - 330.760.0825

For sale:

1. Six 16 ounce spray paint cans of TR6 white Dupont paint. This is the equivalent of a quart of paint. Price \$75.
2. For sale: Luggage rack in good condition. \$50.
3. For sale: Interior New Tan carpet set. Like new condition. \$50.
4. For trade only. Tonneau cover for complete cockpit in New Tan in really good shape. Trade for early TR6 Tonneau (no seat humps) in black.
5. Wanted. Black boot cover in good shape.

Steve Hughes

H: 614-848-9741

W: 614-213-7430

Information on old dashes:

I'm interested in placing an ad in your newsletter. I'm trying to track down sources for used and unwanted wooden dashboards for reveenering and refinishing. Any info would be appreciated.

Thanks, Roger Foster e-mail RWFDSF@aol

PARTS...PARTS...PARTS - Triumph and LBC parts available... New, Used & NOS... The Roadster Factory, Moss & Victoria British 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
9023 Concord Rd.
Johnstown, Ohio 43031

