



Buckeye Triumphs Newsletter

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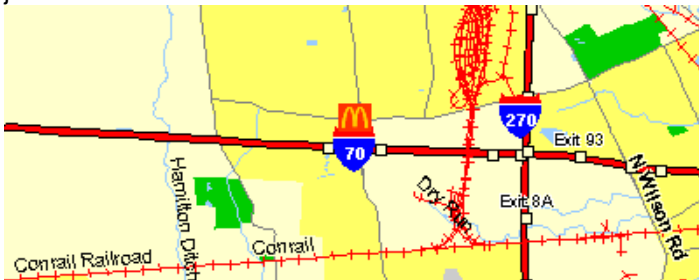
6-Pack Chapter
 Center of Triumph Register of America
 VTR Zone Member

Winner of VTR Best Newsletter Award – 2003!

Miami Valley Triumphs British Car Days in Dayton OH

Saturday, August 7th 2004 9 am - 4 pm - Eastwood Metro Park - Harshman Rd., Dayton, OH.

BT Caravan leaving the McDonalds at Rome-Hilliard Road just off of I70 on the west side of Columbus at 8:30am



The MVT show is in a “metropark” and is a wooded, grassy setting (lots of shade) The weather looks perfect – hope you can make it.

BT September Meeting Tuesday, September 7th – 6:30

Ray and Linda Gay will host the BT meeting for September on TUESDAY (Monday is the Labor Day Holiday) September 7th at the End Zone restaurant at 1650 West Church Street, Newark, OH 740-344-3754

The End Zone is a sports (read Ohio State) bar – I think we have the room where the pool tables are – do we have any pool sharks?



To get there, follow route 16 past Granville, exit at the Country Club exit (you will see that there is a McDonalds and Courtyard motel) Turn left on Country club, go under the highway and then turn left on Church Street. The End Zone is just past the Apple Tree Auction house on the right. Hope to see you there.

Editor’s Corner

I think that we should start my article out with a “name that picture” contest. Elaine Moore gave me this photo at the Immke show, I wasn’t sure where it would fit in, so here it is on the front page – please forward your captions to me for the September meeting.



I have been blessed this month with LOTS of material. So the following newsletter is the largest one EVER.

My schedule has been very hectic over the last month, so the newsletter sometimes has to take a back seat to my other responsibilities. I hope the wait was worth it.

Ryan and I went to the “Das Vroom” show last week in the Brewery District. It was advertised as “European” show and was hosted by Grange Insurance. There were only about 50 cars, but the venue was very nice. The turnout might have been hurt by the threat of rain – followed by the monsoons. We still had a nice time. I was the only TR6, Ryan took his 911. Roy and Linda Gay were there in their TR3

I don’t have much more to say, we have plenty of contributions this month (2 from Bruce Clough – thanks Bruce) and John Huddy has quite a story to tell this month as well.

I hope you all enjoy it!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – August 25th, 2004

President’s Corner

(or the ravings of a BT madman)

Geez, I can’t believe how quickly the summer is flying by. Since I wrote last, the Arthritis Foundation Car Show has

taken place and Charma and I have taken another vacation trip, this time to Las Vegas and the Grand Canyon.

As all Arthritis Foundation Cruise-In and Car Show participants know, we dodged another bullet weather-wise. The weather was perfect Friday evening for the Cruise-In and well over 1,200 cars filled the Dublin Metro Center. Due to last minute car washing, Charma and I didn't arrive until about 4:30 PM and the place was already beginning to fill up. I brought an old college buddy who was up from Louisville, Kentucky and he was really impressed at the quality of cars that were parked on the tarmac and grassy knolls. My friend, Mike Karrer, drove his new red and white Mini Cooper "S" and he parked it with the other British cars in the "corral". (Mike was staying with us for the night and he was attending a performance driving course at Mid-Ohio on Saturday. Color me green with envy.) As usual, Mike Albert (as Elvis) and the "Big E" Band was the entertainment for the evening. Although Mike Albert does a fine Elvis impersonation in both appearance and voice, I guess that I have just grown weary of hearing nearly the same routine year after year. Fortunately, my friend, Mike, didn't want to listen to "Elvis" either so we walked around and looked at nearly every car being displayed. One of our favorites was a custom-built street rod pickup with a 1931 Marmon V-16 engine and a hydraulically actuated dump bed. We spent a fair amount of time talking to the owner/builder who turned out to be a fire truck manufacturer. I don't remember his first name, but his last name is Sutphen and he has a plant near Plain City and one in Toledo. This gentleman appears to be in his mid-seventies, he is sharp as a tack and he must be one hell of an engineer. He had fabricated the entire rod chassis and most of the mechanical components. He fired up that mighty V-16 and it ran smooth as silk. With the engine running, I think that you could have set a full glass of water on the air cleaner and have never spilled a drop. Mr. Sutphen told us that the engine weighs a thousand pounds and the crankshaft itself weighs a hundred pounds. Now, that is some heavy metal! Our other favorite cars were a Lincoln Zephyr street rod, a '57 T-Bird and a beautifully restored Big Healey. After darkness set in, Mike and I joined Charma, the Merciers, Bill Blake and Kathy Scott to hear most of the rest of the "Memories of Elvis" Show. Mike and I left a little after 10:00 PM because he wanted to be fresh for his Performance Driving Course.

The Huddy household was up early on Saturday because Mike needed to be at Mid-Ohio racecourse by 8:30 AM. After Mike left, I encountered our next door neighbor, Jim Mercer. Jim was hoping to take his '61 Mercury Comet to the car show, but the (just) rebuilt carburetor was leaking fuel profusely and the engine wouldn't idle. I was able to fix the fuel leaks with a soft washer and some Teflon tape. When I went to adjust the idle speed, I found that the idle screw was missing. So, Jim and I scrounged around and found a small slotted bolt that fit. In a few minutes, we had the old six-banger running, idling and not leaking. Jim was thrilled that he was going to be able to take his old Comet to the show. We both cleaned up and I followed Jim to

Dublin in my TR6, just in case something decided to quit working. (Actually, either old six-banger could have gone south.) We got to the show about 10:30 AM, got parked and began wandering. Jim had a great time looking at the cars of his youth and talking to people who stopped by to admire his car. In the afternoon, I walked back into the British car corral and I spotted a '30's MG police car that I had seen during the 2003 6-Pack "Trials" in Bowling Green, Kentucky. It belongs to Bill and Sara Ritchey and they were in Columbus prior to the MG Regional Meet being held the following week in Dayton. I found Sara and we had a nice chat just before it started raining. Bill was in search of a tarp to cover their pre-war MG. Soon, Bill returned with a sheet of plastic and we covered up their very nice open car with leather upholstery. Then, I went over to my TR6 to snap on the tonneau cover. I never saw the Ritcheys again, but I hope that they enjoyed their stay in the Buckeye State. The rain stopped soon after it started, and then, it got really steamy. Fortunately, we had no more rain in Dublin. (Eastern Ohio wasn't so lucky. That same day they got two inches of rain and high winds.) Because I was wandering the show field with neighbor Jim earlier in the day, I wasn't snagged to help judge the British "Show Within A Show" class cars. I am not certain about all the BT winners, but I remember that Carl and Elaine Moore and Roy and Linda Gay won "Awards of Excellence". Also, Murry Mercier and Bill Blake won six-foot tall trophies at the Cruise-In on Friday evening. I apologize if I forgot anyone, but congratulations to all the BT winners!

At about 5:00 PM, about a dozen BT folks hiked over the Max and Erma's for dinner. We were seated and nursing cold drinks when the place really got busy. We got finished dining just as "Phil Dirt and the Dozers" fired up their sound equipment for the evening's entertainment. While I realize that they continue to draw a decent crowd, I think that the "Dozers" have grown a bit long in the tooth and their act isn't as much fun as it used to be. "Dr. Honk" and his compadres used to interact with the audience, but no more. And what's with all the '80's "head banging" guitar solos that seem to go on forever? (But then, nobody from the Arthritis Foundation or the Car Show Board has ever asked me for my opinion. Apparently, they are not interested in changing the entertainment line-up. Sad, I think.) Anyway, the show went on until after 11:00 PM and the crowd asked "Phil" for an encore, which they did. I always hate it when the entertainment is over on Saturday evening because that means that we have to wait another year for the next Arthritis Foundation Cruise-In and Car Show.

Now, for the next chapter in the Huddy travel log. My brother, Steve, and his Significant Other/Main Squeeze, Susan, bought into a time share deal a couple of years ago. This year they decided to go to Mexico and Las Vegas. They invited Charma and me to join them in Vegas. After a small amount of consideration, we decided that it sounded like fun. When we started making plans, we decided to include a side-trip to Hoover Dam and the

Grand Canyon. When it got down to making airline reservations, Susan found out that we could either leave early in the morning or late in the afternoon. Susan, being an early bird, chose a 6:40 AM flight, which meant that we needed to arrive at the airport at some unearthly hour of the night. Anyone who knows me soon finds out that I am more of a night owl than an early bird and I find it very distasteful to arise much before 9:00 AM. Anyway, Charma dragged my sorry butt out of bed shortly after 4:00 AM, and somehow, I managed to shave without cutting off my nose. We were actually ready to go when my brother and Susan pulled into the driveway at 5:00 AM. Amazing! We made it through the airport rituals without a hitch and our plane left on time. We assumed that we would get breakfast on the plane. Silly us. We flew all the way to Denver with only a cookie and a cup of coffee being offered. Once at Denver, we had to hustle across one terminal, get on a tram and walk a good bit to the departing gate. We had just enough time to pay outrageous prices for Egg McRoad Kills at an airport Mickey D's. Due to the 3 hour time difference, we arrived in Las Vegas about 10:30 AM local time. We collected our luggage and headed for the car rental. Somehow, our request for a full-sized car got lost in translation and we ended up with a 4-banger Mazda 626. Let's just say that it was adequate, but not much more. Our condo was right on the "Strip", which was a surprise to all of us. (We figured that it would be in some back alley in the old and seedy section of downtown.) It was fine, but it was only a one bedroom, so we slept on a sofa bed. It was no problem, except we only had one bathroom. Getting everyone through their morning bathroom rituals took a bit of time. Our first venture was across the street to "Desert Passage", which is an indoor shopping and food area that appears to be outdoors. The ceiling is painted like the sky and the restaurants all have "patio" areas. Pretty cool (and air conditioned). For those who have never been to Vegas, it is glitz taken to the tenth power. Most of the hotels have major attractions. There is a "canal" and real gondola boats in and outside the "Venetian" cool water cannons that are synchronized with music at the "Bellagio" and battling pirate ships in front of "Treasure Island". Since none of us are gamblers, the casinos didn't hold much attraction. However, Charma and I still managed to lose \$20.00 or \$30.00 in the nickel slots. Vegas is a wonderful place to people watch. You truly see the good, the bad and the really ugly. We spotted only one Mini Cooper while walking around, but there were plenty of stretched Caddies, Lincolns and Hummers. Celine Dion and Elton John were there but concert tickets started at \$125.00 and went north from there. We passed on those and went for a moderately priced show at \$48.00 per ticket including a buffet dinner. We saw a show called "Legends", which was a series of impersonators doing Elvis, Shania Twain, ABBA, Prince and Ray Charles. They were top shelf and were the best impersonators that I have ever seen or heard.

The following day, we packed up our "full-sized" car and headed toward the Grand Canyon, stopping to tour Hoover Dam. Although the afternoon temperatures were over one hundred degrees, it was still a cool place to see. We were able to take an elevator to the bottom to see the giant turbine generators and see a short film on the building of the dam. It was constructed between 1931 and 1935, but came online 2 years under the deadline and well under budget. Officially, 198 men died in construction accidents. However, countless more men died later due to carbon monoxide poisoning. (Trucks were driven into the various tunnels being drilled out and, at the time, they didn't understand the dangers of carbon monoxide. Local doctors thought that men were getting sick from pneumonia.) Anyway, after Hoover Dam, we pressed on to the Grand Canyon. Charma had made reservations for cabins on the South Rim near Bright Angel Lodge. Our cabins were tiny, but cute as a pug puppy. They were built in the 1930's as projects for the local CCC. They had been modernized, but not a great deal. We had indoor plumbing, but no air. Fortunately, the temperature was tolerable at the Rim and we were comfortable with a ceiling fan and the top half of our "Dutch" door being left open. Our cabins were located about a quarter mile from the beginning of the Bright Angel Trail. The view of the Canyon at the Rim is truly spectacular. Photographs don't capture the sheer depth or magnitude of it. That evening, we all enjoyed a dinner of trout, potatoes and beer at the lodge. Later, we looked out over the darkness of the Canyon. It was hard to fathom that we were gazing at a mile deep black crevice in the rocks. The next morning, we had a full breakfast at the El Tovar, which is another nearby lodge dating from the early 1900's. After breakfast, we hiked down the Bright Angel Trail for a mile or so. The Canyon is about a mile deep, but the trail zigzags down the walls for about 7 miles. In a former lifetime, Charma hiked down the trail all the way to the bottom and stayed at "Phantom Ranch". It takes most of a day to get down and ten to twelve hours to hike back out. My brother, who had never been there before, was disappointed that we couldn't hike down to the Colorado River and back in an afternoon. We were told by a Ranger that, on average, 4 people lose their lives every year by falling into the Canyon. Yikes! I hope to get back to the Canyon and hike down (and back) while I still am young enough to do it.

After leaving the Grand Canyon, we started back for Las Vegas stopping at the "Route 66" diner in Williams, Arizona. It is a 1950's retro diner with good food and lots of ambience. Naturally, there was a gift shop attached and I picked up a Route 66 metal sign for my memorabilia room. We got back in town about 11:00 PM and somehow ended up driving around the city land fill. (I'll bet not many people who visit Las Vegas ever see that!) Once we figured out that we had entered the city on the opposite side from where we had left, we got back on course and found our way back to the Strip and our condo. Even at 11:30 PM, the streets and sidewalks were crowded with

cars and people. The city really never really sleeps with some places (and all casinos) open around the clock.

Later during the week, an old friend of mine, Tony Shumaker, and his recent bride, Patty, met us for dinner. Tony and I have known each other since the time we both terrorized the streets of Columbus on our Schwinn bicycles. Tony took us to a nice, moderately priced place called the "Peppermill". Two of the ladies ordered Cobb salads and they brought them out on huge dinner plates. They were stacked 8 inches high with ham, cheese and lettuce. Susan took half of hers home in a doggy box.

On our last day, Charma and I met Tony, Patty and Patty's daughter, Heather, for lunch at Jimmy Buffet's "Margaritaville" restaurant. It is a neat Key West themed place with a seaplane hanging from the ceiling and a small volcano in the front. I am told that, in the evening, a comely Mexican chaquita "erupts" from the volcano, goes down a slide and lands in a large margarita glass. (I'm sorry that I missed seeing that!) Heather moved from California to Las Vegas about 6 months ago and now works in the retail shop of Margaritaville. Thanks to Heather's employee discount, we purchased several goodies including a T-shirt for me that says, "The weather is here – wish you were beautiful" and a magnet that says, "Milk sucks – got margaritas?"

For our next to last dinner, we splurged and went to the "Stratosphere", which is a revolving restaurant on a stick similar to the Space Needle in Seattle. Dinner was very good, but very pricy. The restaurant section is one hundred and eight stories up, with an observation area above it. Above that, there are a roller coaster, a "Demon Drop" and a teeter-totter thing that sends cars beyond the edge of the roof by about five feet. (I think that it would scare the daylight out of you to be hanging out in mid-air looking down one hundred and ten stories.) After dinner, we cruised back to our condo to pack and get ready for our 6:00 AM flight home. The only mishap occurred at the airport check-in when Charma and I had to shift five pounds of luggage because one of our bags weighed heavy. Oh yes, and there was the mishap where I knocked down some idiot jogging through the parking lot at the "Stratosphere" while I was backing out of a blind parking spot. Anyway, we arrived home unscathed and are anxiously waiting for our next travel adventure.

Charma and I thank those of you who mad it to the Pig Iron last Monday evening. We hope you enjoyed yourself!
John

BT July Meeting Minutes

No July meeting was convened at Immke – so no minutes.

Events 2004 - Bill Blake

August	
2	BT Business and social meeting John and Charma Huddy to host

7	British Car Day Dayton, OH
7	British Car Day Legacy Village Cleveland, OH
September	
7	BT Business and social meeting, Roy and Linda Gay to host at the EndZone Bar and Grill on the West Side of Newark (very close to Granville) – see detailed instructions at the front of the newsletter
16-19	6Pack Trials in Door County, Wisconsin
24	BT Driving event to SCCA races at Mid-Ohio
October	
4	BT Business and social meeting Greg and Ann Gillman to host
16	BT Driving event Amish Bakery Tour Bruce Miles to host
November	
1	BT Business and social meeting
December	
6	BT Business and social meeting

Notes from Members

From: billblake [mailto:billblake@thekayesco.com]
Sent: Monday, July 19, 2004 8:51 AM
Subject: British Car Day 2004 Cincinnati featuring THE MINI

The 18th Annual BCD for the Greater Cincy area was held with great weather (there was one light rain delay, evidently this mandatory for British car events this year) on Sunday July 18 at Edgewater Sports Park. This is a NHRA drag racing facility allowing you can take passes if you have \$20, a helmet, a radiator overflow catch can and seat belts. The best time was 12.9 seconds from a big Healey with a small block Chevy engine. They had over 200 cars along with Doug Braden and a host of Austin-Healeys and Morgans and new MINIS. The Triumphs were plentiful; I enjoyed a pristine TR4 and several 250s. This is a nice show held in the shade about two hours from Columbus. Lots of cars from Indiana and Kentucky were there. I did not see many from Ohio outside of Cincy. The track food service is open and they had several vendors for British clothing and used parts.

Here are some Pics:
(next page please...)



From: tr8@att.net [mailto:tr8@att.net]
Sent: Sunday, July 18, 2004 10:22 AM
Subject: Newsletter update

Bruce, Thanks again for another great newsletter!

I saw Ryan's new toy at the Arthritis Show - pretty neat (concours cars usually don't have underwear visible in the rear window though....).

Thanks! Off to England for the three week trip starting Tuesday!!

Later,Ron

From: Bill Moine [mailto:bmoine@yahoo.com]
Sent: Friday, July 30, 2004 6:20 AM

So how does this logo look? Might be on the edge of copyright infringement?



From: billblake [mailto:billblake@thekayesco.com]
Sent: Thursday, July 29, 2004 1:50 PM

Bruce, I was at the big cruise in the greater Cleveland area this Tuesday and saw this interesting little piece of hardware. This fellow had used a Spitfire chassis for an MGTF body and decided to place this WWII plane on the radiator. Maybe we could use it in the back near some of the cartoons? I was going to talk with the guy but decided better of it.



From: billblake [mailto:billblake@thekayesco.com]

Sent: Monday, July 26, 2004 3:06 PM

Delaware City Cruise In July 24, 2004

Carl and Elaine Moore and Kathy Scott and I participated in the annual Delaware Downtown Cruise this year bringing two Triumphs for the crowd to look at and then ask "What kind of car is that?" The total car count exceeded 650, I registered at 2:45pm and was number 505; the show runs well into the evening. The main street, South Sandusky is closed off as well as two cross streets, with many parking lots along the route filling up. During the show you can mark your spot and cruise up and down Sandusky revving the engine and trying to scare the children and/or spectators. The Delaware police are out in force and Carl got to take a free ride in the police car, or at least wanted to until he realized he would not be the driver. There was actually a wedding scheduled on the campus of Ohio Wesleyan and the happy couple took a horse drawn carriage ride up and down the street checking out all the fine cars and trucks. There was an old Merc with great flames and the mandatory drive in movie speaker, see the photos. I took my 73 V8 TR6 back after sunset to the storage shed, I took a photo of the Lucas switch in the on position just to prove it does work on occasion. Bill Blake



From: Jacqueline or Murry [mailto:trsixer@yahoo.com]

Sent: Tuesday, July 20, 2004 9:10 PM

Subject: The Ultimate Chocolate Bar

According to Jacqueline, a number of the club members expressed interest and requested that we pass along the recipe for "The Ultimate Chocolate Bar"... so here it is:

BASE

- 1/2 cup margarine or butter
- 1 cup sugar
- 1 cup all purpose flour
- 1 tsp baking powder
- 2 eggs
- 1 oz (1 square) unsweetened chocolate
- 1/2 cup chopped nuts
- 1 tsp vanilla

FILLING

8 oz pkg cream cheese, softened, reserve 2 oz for

FROSTING

- 1/2 cup sugar
- 1 egg
- 1/4 cup margarine or butter, softened
- 2 tbs flour
- 1/2 tsp vanilla

FROSTING

- 2 cups miniature marshmallows
- 2 oz (2 squares) unsweetened chocolate

1/3 cup margarine or butter
 1/3 cup milk
 Reserved

2 oz cream cheese
 4 cups powdered sugar
 1 tsp vanilla

Heat oven to 350. Grease and lightly flour a 13x 9 inch pan. In large saucepan, melt margarine and chocolate over low heat. Lightly spoon flour into measuring cup; level off. Stir in remaining BASE ingredients; Mix well.

Spread in prepared pan. In small bowl, combine all FILLING ingredients. Beat one minute at medium speed until smooth and fluffy. Spread over chocolate mixture.

Bake at 350 for 25 to 35 minutes or until toothpick inserted in center comes out clean. Sprinkle with marshmallows and bake 2 minutes longer.

Meanwhile, in large saucepan, melt 1/3 cup margarine, 2 oz chocolate, milk and reserved cream cheese over low heat.

ADD powdered sugar and vanilla; blend well. Immediately pour over marshmallows and swirl together.

Chill until firm; Cut into bars. STORE IN REFRIGERATOR.

Yield: 36 bars (Too many carbs for me... but don't tempt me)

Murry Mercier - Buckeye TRIUMPHS

- Really had to dog down the repro hose clamps on the bypass hose – they're about ¼ to 1/2 too big in circumference.
- Repro gear shift knob won't go down all the way – the threading is just a little bit out.
- Had to guess on the toe-in. It was toed in a bit too far. Used a couple of angle irons bars and tape measure to set the toe-in at 0 – unfortunately it was a bit tough to account for the slightly out of round wire wheels – I think I got close.
- Top hard to attach to the windscreen due to the repro windscreen top rubber not being the same as original.

The sound system sounds great at speed....

Now to drive it...to...

TRA 2004

Anyone want a tire? 590-15 whitewall? It'll look good on your car, trust me? No? How about a grease-gun adaptor thing-a-mi-jig? No? How about a stack of TRA '85 placemats? No? Oh well, I tried. Long story.

June 23rd dawned bright and fair – not a cloud in the sky. Perfect day for driving to Springfield for the meet. Perfect day to find out your heat-pump is toast.

Yeah toast – I came home from work to find out that the little maintenance the HVAC guy discussed was really a blown compressor. \$1900 to fix. Jeeeeeezzz, that compressor was only 10 years old! Was it made by Lucas?

Well, once past the shock of the inevitable, we told the HVAC guy to fix it and off we were to TRA, Bridgett and myself in the TR2, Duncan and Alice in the TR7. The drive over was pretty easy and quick – 30 minutes from door-to-door.

Now, for those seen the outside of the Springfield Holiday Inn, it really looks like it could be a dump – behind a dilapidated strip mall next to a boarded-up old Ponderosa restaurant (Note 1), but inside it's very nice.



No, now that you ask, I don't know what the hell it is. I was hoping you knew...



Aug 2004: By Bruce Clough (clough@erinet.com)

That Darn TR2 - Continued

LATER BREAKING NEWS! THE 22 JUNE UPDATE!!!

June 22th, get even a bit more time to type. We have good news of late. Several test drives now pronounce it good to go to TRA. All perfect, no:

- Repro engine water petcock from Moss tends to weep a little.

Thursday morning dawned clear and bright - absolutely perfect weather for the Thursday Morning Early Morning Run (EMR). When I was setting this up I figured maybe 25 folks at most. Wrong – 40+ in a long line behind the TR2. Alice & Duncan already left (her for school, he for day-care) so it was me and my co-pilot Bridgett that brought the crew to Urbana.



Thursday Morning – TRA Goes Plot To Foil Bruce's Early Morning Run Plans – But To No Avail!

Yeah, as usual, be got out of the hotel parking lot late, and in order to keep everyone together we went slower than I wanted, but we still managed to make it to the restaurant location (Airport Café – Urbana) on time.

I took the rural roads to the east of Springfield – slightly undulating roads that traverse mixed farm and woodland. Wonderful EMR roads. I still remember on a road lined with farms when I asked the guy at the end of the caravan (Don Cumberland from Maryland, no he doesn't live in Cumberland, MD) where they were. "Just coming up on the farm" was the answer. At that point several folks chimed in with "what farm?" – exactly what I was thinking.



Breakfast At The Urbana Airport. Service Slow, But Food Was Good

Actually, the café at Urbana Airport has good food. Took forever to get the food – only one waiter for our group. The folks that had to sit out in the other room actually got their food in ten minutes – took about 30 for us. Still, with the wait and everything we still got folks back on the road back to Springfield in time for the truck plant tour.

I volunteered to lead folks to Waynesville for shopping that morning. Hat's off to Mike & Mara for hosting us at their shop. I lead a caravan of five cars down and spent the day sitting out in front of M&M's Celtic Isles Shop, eating scones and drinking hot tea/coffee. I did whip out the mandolin, but I didn't sing, or at least, not much.



Getting Ready For The Member Ship Meeting – The View As The Recording Secretary Saw It.

Thursday night was calm for the Clough clan. We had the welcome reception and membership meeting. I was recording secretary. TRA re-looked at when to have the meeting, and decided to move it to a two week window in late June rather than a set weekend. The kids went swimming and it rained cats & dogs...

...which made it interesting the next morning. I went out to uncover the TR2 and it was a bit wet, but nothing unusual. Got in the car, saw a few drips on the floor. Again, nothing unusual. Fired up the CD player. Nothing. Took the player out of the car and turned it sideways. Water poured from it.

Post Mortem – when the car was rebuilt the vent drain tube was never replaced. At the angle the car was sitting the water built up at the vent, leaked in, ran down the heater core, and dripped right into my \$30 Sony portable CD player.

Okay, so I took the CD player in (Alice was wondering why I put it on the air conditioner in the room) and got the car ready for the car show.

Car show? Yes, it's now held on Friday morning rather than Saturday. I like it much better that way. Much more relaxed that way. While I was cleaning the TR2 Alice

headed back to class with Duncan in tow and Bridgett joined me at the car (she's getting to be a good helper)



Russ Seto – Photography Stud

While I was getting the 2 ready, it seemed as if the rest of MVT showed up. Chris Yanity pulled in next to me (one of these days we need to get his TR3 put together...) in the FHC TR7, Louie D'Pasquale showed up in the Spitfire, the Carter's TR4 appeared behind us, and Scott Stout joined us in his race machine TR3. Soon Macy's had their cars in line.

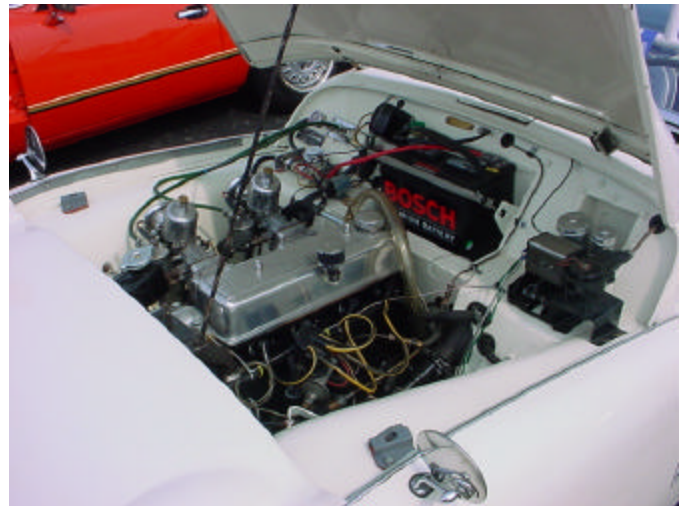


Bridgett Practicing Safe Driving Habits

About this time Bridgett started to amuse passers-by. She had the stuffed animals belted in and was taking them "for a drive". Making motor noises and waving at people walking by she provided photo ops for a number of folks. I'll have to have her ask for money next time – we could have made a mint.



Lou's Spit – Not Exactly TR3



Scott's Engine – Not Exactly Stock



MVT At The Car Show, Macy's TR3, Clough's TR2, Yanity's TR7 – now if they can all show up at an MVT event!

The car show ran until well in the afternoon. The Roadster Factory set up a display as well as Doug's Parts (hi Matt & Doug) and a few other vendors. I bought a few things for the TR2 that I knew it needed, and a few things I knew it didn't.



Bridgett Tries To Escape From Her TR2 Cell, But Was Caught Digging A Tunnel Through The Sidecurtain

After the car show we went swimming. What better way to spend the afternoon? After that we headed to the ice cream social where I had to serve the ice cream along with Roy Owens. Yeah, I know. Tough duty. Then we headed off for a tech session about metal plating where I found one of the prizes. Now I can get the valve covers polished on the TR8!

Later on we had a real tech session in the parking lot. The Paradis's TR2 was running like smelly stuff out the back end of a mule. I put on new ignition guts while Tom Householder set the carbs. Actually got it running real nice. Tom then went on to reset Lou Metelko's valve lash while I went on to clean up since it was time for the President's Reception and Auction.

Nothing much to write up about the reception. Came, ate chips, drank stuff, looked at auction parts. Speaking of parts, I really didn't see anything I wanted. Yes, it did happen, which was good since I was the auctioneer. I did have my trusty bottle of Knob Creek, so I was set for the night.

Auction bidding was light. No really heavy items like an original radio or Judson supercharger. Lots of small items. Lots of tires (Note 2). Silly me, in order to start the bidding on items I put in the opening bid numerous times, twice I was stung. Once was the grease-gun adaptor, the second was the 590x15 white-wall. I learned my lesson. Oh well, the kids need a swing and the adaptor could be used as a really strange funnel. I also stayed sober. Damn, getting old.

Saturday dawned bright and clear, kinda like Thursday only a bit cooler. Perfect EMR weather. This time Bridgett used

a blanket on the run. 0700, down the road for a one hour cruise. Yeah, there were a lot of deer about. Yeah, a few cars missed a turn. Yeah, Jimmy Carter though he broke down but didn't (gas from last night's dinner caused rumbling?). But even with all that we managed to stay in line, together for the run. It ended up at Young's Jersey Dairy where all had a good breakfast and plenty of photo ops. We even had a local guy (from Springfield) join us in his Spit for the run. I made sure he had an MVT card and Stan's phone number before he left!



Saturday EMR - Charleton Road Bridge – The Approach From The Leader Of The Pack



Saturday EMR - View From Inside The Bridge – So Much For A Clean Windscreen



Saturday EMR - Parking Cars At Young's - Moo.

After that the Clough Clan vedged. Alice took Bridgett to a birthday party. I hung out with Ron/Nate Fowler watching the rally go off. Took a nap - nap????? Yep, nap.

I turned down the afternoon tech session for a swim in the pool with family. Out of the pool and into the banquet



The Bigler's something-over-20-year wedding anniversary photos – I don't know how these got in here, honest!



TR Twins from Texas – Joined at the Transmission.



Vern Caught In The Act Stealing A Springfield Parking Meter

Well, the food was good. The conversation was good. I was drinking Knob Creek so I don't know how the beer was. Alice said the wine was fine. I ended up officiating the awards since John Warfield had to leave early. We ended up the night doing a analysis of the meet to help next year's meet.

MVT Winners (I forgot who won what place so I'll punt and just not mention them. I'm sure others will write about it, and nobody will know the difference except a small circle of friends):

- TR2 Participant's Choice – Bridgett Clough
- TR3 Participant's Choice - Mark Macy
- TR3A Participant's Choice – Roger Rutledge
- TR4/4A Participant's Choice – Tonda Macy
- TR4/4a Participant's Choice - Vern Burnett
- TR7 Participant's Choice – Chris Yanity
- Stag Participant's Choice – I. Blew Ahead
- Mayflower Participant's Choice – Ima Pilgrim
- Best Kilts – M&M McKitrick

Okay, so maybe the last few were made up, but congrats to those winners and their family who made it possible. If I missed anyone please accept me apologies, like, did Russ Seto enter concourse???



Participant's Choice Winners – MVT All Over The Place – Can You Find Them?

Sunday morning was time for good-byes. We got up early since we had to make church (I was the puppet for Vacation Bible School – don't ask) but we still saw quite a few TRA'ers getting ready to leave. Always sad to say goodbyes since maybe this will be the last time we see some folks – alas, I pine. The trip home was nice with wonderful weather.

So, overall how did the TR2 do? Well, we had to fix a few things. Besides the vent drain tube I had to do the following "Mr. Fix-It" things:

- Replaced both trunk lid drain tubes. Water now has an unobstructed path to the ground.
- Got the wiper working. Well, as far as I can tell it fixed itself!
- Reset the timing with a new positive ground Petronix ignition module. Hotter spark, quicker ignition.
- Leaned out the mixture a bit – can go further on this!
- Put in a sealed-Lucas script battery – Group 27 – correct for the car.
- Swapped it with the TR8 on the Backyard Buddy – got to get ready for Canadian Classic!

All in all a good time with little problems with the car. This for a car that had 0 miles on an engine rebuild and had been apart just a couple of weeks before – not bad.

Next year TRA? Who knows. Talk about Texas, but I don't think they can get agreements that fast. I'd like to look for somewhere in southern VA, northwester NC, we'll see.



Please buy this...Why am I such a nice guy?

Note 1 – Turns out that old boarded-up Ponderosa (which just so happened to be a planning meeting location for TRA'87 – bet you didn't know that...)made an excellent place for the camper-crew of TRA. We parked three campers there and they sneaked in and used the hotel's pool showers. Sweet.

Note 2 – John Warfield is moving to Florida and I think he took the opportunity to clean out his garage! I think that's where most of the tires came from!

If you're curious, the CD player now works fine...

Bluegrass Lyrics Of The Day

This song chorus comes to us from the Country Gentlemen. No, they probably didn't write it (David McEnery did), but they certainly sang it like they did. It's called "Amelia Earhart's Last Flight", it's in the Key of A, and it has a typical folk song chord progression.

D
A
 There's a beautiful, beautiful field
A
E
 Far away in a land that's fair
A
D
 Happy landings to you Amelia Earhart
E
A
 Farwell, first lady of the air

Now learn this and we'll all sing it at the August MVT meeting.

– see ya later – Bruce

The Continuing Adventures Of...



August 2004: By Bruce Clough clough@erinet.com)

He's Back!

Well, it's been forever since I did anything with the wedges, but I had to get the TR7 running so Alice had a TR at TRA. Run it did – as usual after storage it had a little bit of water in Cylinder 4 (but at least it didn't hydro-lock this time), but I dried it out, re-torqued the head, and away we went. The TR8 has been started to move it into a place where I can work on it easier. And that's good since we're heading...

North To Alaska Canada

2030 Hrs local, 3 Jul 04 – the wedges are being prepped



The Wedgemites waiting for action – see the 590x15 tire just to the left of the Grey Ghost – Anyone want it?

for the trip north to Canada for the Canadian Classic. Both are in the garage. We had a choice to head north to Canada for the Classic or go to VTR in Richmond. I've been to Richmond. Off to Kingston

But before we go I had to check the cars out. The TR7 just needs an oil change & fluids check to be good to go. The TR8 needs a few more things:

- Timing advanced, it's still too retarded for my liking. Advanced it 4 more static degrees.
- Choke cable fixed so it will stay out. Put a fuel line clamp to good use – now works fine.
- LED light fixed in the face plate of the radio – this might be tough. It was, the light is still out.

The last one really irks me, since it burned out a week after I bought the unit, but since taking it back meant taking the dash apart I've just kept it in there.

Saturday before we left we packed the cars. The goal was a minimalist packing, just a few sets of clothes and keep the number of toys down. We actually managed to fit everything in the cars with room to spare, and that included a stroller! Alice is a true wiz at packing!

On the road

Sunday

The goal was to leave by 2 pm and drive up US 42 to my mom's place in Medina (Ohio). We got out a bit late – 3 pm - temperature by then was about 87F and thunder was rumbling in the distance. Putting the pedal to the metal we got out ahead of the storms.



Dark Clouds Chase Us From Greene County

The drive up to Medina is usually about 4 hours. We saw a lot of dark clouds but only ran into the back end of a storm near Mansfield. We did watch a guy with a mid-70's Riviera who got a flat tire on US 23 limp about a mile down the road on the rim to a gas station (which we happened to stop at) where they found a used tire that would fit and were starting to change it by hand by the time we left.

Both wedges were running flawlessly. I was keeping the RPMs down on the Grey Ghost (TR8) so it wouldn't be loud (one of these days I'm going to have to replace those side-pipes) and Alice was having fun shifting gears in Inca (TR7). Bridgett played "Chef" most of the drive (I never

knew the glove box was actually an oven), while Duncan slept or tried to take his shoes off.

One of the things I do while driving is to look for cars for sale, either Triumphs or Virgil Exner era Mopars (56-61). Triumph I didn't find, but I did see a '61 or '62 Chrysler in London, OH and a '61 Dodge 4-door sedan just north of Lodi, OH. Didn't stop for either one. Alice was soooo proud.

We pulled into my mom's condo about 6:30 PM and were met by mom and other family members. Several neighbors saw the cars and came out to chat. We hit the bed and fell fast asleep. So far, so good.



Family Safe For The Night With The TR's On Patrol Outside Bette Clough's Condo

Monday

Well, the day started out good enough. Low broken clouds. The goal for the day was just a short 3 hour drive to Conneaut, Ohio (as far north and east as you can go in Ohio without being in Pennsylvania or wet) to stay with my mother-in-law. I took a rural route out of Medina to show Bridgett where I grew up – needless to say the price of progress had been paid by the neighborhood – all my dirt-bike trails were now upscale homes. Sad. Even sadder was the road that I was going to turn on was under construction so we had to go into Akron to pick up I-77 north.

On to the interstate we went. Both cars are very comfortable drivers on the highway, and we soon were zipping along with the rest of the traffic, but just as we got on I-90 east of Cleveland, the rain came down. Gully-washer. Had I been using my wipers they could not have kept up with it. Rain-X is wonderful stuff – I could see clear as a day! We stayed in the rain to Conneaut where we piled out of the cars: kids to play, Alice to talk, and I replaced a 40 year-old phone and pulled weeds. The usual.



Monday – What You See Is What We Got – Bleech!

Later in the afternoon we took care of a few administrative things – ensuring we had a copy of Alice's birth certificate and a Canadian Insurance Card. The State Farm Agency had moved, which explained why the phone book address was now a tattoo parlor. Mom Owen does always put a lot of food on the table, so we ate a hearty dinner. We stayed up a little late that night – I practiced the mandolin (I always have one with me) while Alice caught up some more with family.

Tuesday

The day dawned sunny. Evidently it had rained in the night, which washed the mud off the wedges. I dried them off with a towel. Checking the oil, I noticed some coolant weeping from the TR7 head. Nothing big, the coolant level was still fine, but we stopped by the local Auto Zone so I could buy a torque wrench and some anti-freeze. I re-torqued the head right in the parking lot – felt just like a local! Made a mental note to re-torque tomorrow morning when the engine is cold...

The plan that day was to drive up I-90 to I-86, then over to Keuka Lake (one of the Finger Lakes). I've never been on I-86 – what a nice road! Very Scenic, no police, and no trucks! We did about 70 mph the whole way.



Somewhere On I-86. Very Pretty Drive

I-86 took us to Bath, NY, where we got off the Interstate and took NY 54 north towards Keuka Lake and its wineries.

Keuka is not the biggest Finger Lake, nor is it surrounded by the most wineries. However, on average, its wineries rated higher than the other lakes' by taste test on Internet sites. We picked two to spend time at, one informal, the other formal.

As one would guess, the scenery was beautiful as we drove up the hillside to the Bully Hill Vineyard (www.bullyhill.com). The southern end of the Finger Lakes is quite hilly. We drove through the quaint town of Hammondsport at the south tip of Keuka – it is loaded with antique, craft, and specialty shops, small restaurants, and tea rooms. I made a mental note that we had to get back here some time when I had more time! Bully Hill has a wonderful selection of wines (and grape juice for the kids) and lo-and-behold, Alice picked a dry white as one of her favorites! She usually hates whites – liking dry reds. We actually ended up buying a semi-sweet blush for later on that night. Bully Hill is also very informal, and cracks jokes at the more snooty wineries.

After Bully Hill we went up the road a bit to one of the snootiest wineries – Dr. Konstantine Franks' winery. They pride themselves on award-winning hybrids, and they are quite good. We didn't end up with a bottle there, but I did buy a 5-speed shifter bottle cork!



Keuka Lake From The Bunny Hill Winery



Finger Lakes as Bridgett Saw Them

By the time we cleared Dr. Franks, it was almost 5 pm and time to head to Oswego for the night. We drove around the north side of Keuka to Seneca Lake, and there to Oswego. Day was sunny, humidity low, and scenery stunning all the way to Lake Ontario. The wine tasted wonderful after dinner, and made Duncan and Bridgett screaming at each other almost pleasant.

Wednesday

At the break of day I re-torqued the head and added a bit of coolant. Again, nothing critical. We had stayed at the Days Inn in Oswego, NY. It just happens that they have a deal where you go to the Dunkin Donut Shop in front of them for breakfast. Throw me in the brier patch! While we were in there eating breakfast (nowadays Dunkin Donuts is almost a cross between the old Dunkin Donuts and a Starbucks!) the skies got black and let out a torrential downpour – left-over from a line of storms which nuked Illinois the night before. We packed in that rain and headed north towards Canada.

Too bad it wasn't a sunny day. NY 3 along the eastern shore of Ontario is also very pretty. Oh well, by the time we got near to Canada the rain started to let up.



Uuuck! Rain Go Away! NY 3 North Of Oswego

Both cars were running nicely, though, so we pressed on to Canada. After crossing the St Lawrence at Thousand Islands (very pretty and wonderful view from the bridges) we headed south to Kingston in the 401, dodging trucks doing about 80 mph past US. Have determined speed limit signs mean very little on the 401.

We checked into the Kingston Days Inn (host hotel for the Canadian Classic) about 2 pm. Kids took a nap while I cleaned up the cars and mom sat on the balcony and relaxed. As I was cleaning a bus of school kids from Quebec pulled up and the driver hopped out of the bus and came over and talked cars before he unloaded the suitcases! Had never seen a TR8, but had heard about it! Fortunately the kids all went into a different hotel building! No young-uns running down our hallway at night!

About that time other Classic folks came in including the Seto's from Cincinnati. Our cars became the centerpiece for reunions - too bad I couldn't get then to help me shine the cars.

Dinner that night was a Boots & Bonnets British Sports Car Club BBQ at the home of the Westenbergs. They run a Bed & Breakfast as well as being well-known locals and hosts to Danish Royalty when they visit the region. Their place is gorgeous and looks out on the St Lawrence.



St Lawrence From The Picnic Location

I'd expect there were 50 British cars plus things like a 1935(?) DeSoto (must all British car clubs have Airflows?). The food was wonderful, beer plentiful, and even a bit or rain didn't dampen the festivities. Ray & Mary Bolich, from Hillsboro, Ohio, are also members of Boots & Bonnets buy were in Florida taking care of ailing relatives. We joked that Alice & myself were the Bolichs and the kids were the puppies!



Some Of The Cars At The Picnic. Three Were From Ohio and In This Picture – Can You Find Them?

Thursday

This was the first real day of the Classic. They had rented a racetrack north of town for the day. Since that would not

have been fun for the rest of the Clough Clan, we went shopping in Kingston instead. Kingston is a wonderful place to visit. Downtown is all specialty shops and cafes. Once we found a place to park we spent most of the day there. I wish American cities were like this, I might actually visit a few more of them (and like it)!

That night was pub night. We all drove our Triumphs downtown and parked at the market square in reserved parking, then headed to an Irish Pub. Evidently it had rained at the track heavy (but not in town) so we listened to that discussion. Heading back to the cars, Duncan decided he wanted to drive and got into Seto's TR3A. Looked like a natural!



Ohio Lines Up For Pub Night – Hard Job But Someone Had To Do It.



Look Dad, Just The Right Size!

After we got back to the hotel that night I engaged in a bit of conversation while putting the cars to bed. So far it had been a good trip. Tomorrow we were spending the day on Wolfe Island. What would it bring?

Friday

Well, for one thing, rain. Low clouds hung in the sky as we got in line for the first ferry to Wolfe Island. The ferry ride was wonderful – smooth & efficient and Duncan enjoyed the view. Great to see a ferry full of Triumphs heading across to the island.



On The Ferry To Wolfe Island

Wolfe Island is a fairly big island where Lake Ontario turns into the St Lawrence River. Regular ferries run from it to Kingston and to New York from the other side of the island. Once on the island we headed to the biggest parking lot on the island – the local Roman Catholic Church. We pretty much used this as the staging area for all the tours we went on for the rest of the day.

Tour #1 was just up the street to a boat shop. Lotsa boats with rotten wood getting a new lease on life. Lotsa bird poop in the barn. I spent most of my time trying to push Duncan's stroller through thick gravel!

Tour #2 was a drive from the parking lot to the ferry point to the USA then back again to a special farm (see next tour). Fairly scenic island, and the sun was beginning to come out, which made for a great drive. Several times the long line of cars passed each other, which was good for waves and photo-ops.



Lining Up On Wolfe Island - Hey, who let that green Spit in?



On Wolfe Island Tour – A Photo Op

Tour # 3 was to a working buffalo farm. That's right, Bison. Pulling up we were greeted by a concession stand chock full of sausage, jerky, leather goods, and they even took Visa! I bought some jerky, Bridgett had a sausage, and Alice bought a pair of gloves with light blue on them (Alice's schools' mascot is the Bison and one of their colors is light blue).

The sun was really out by then, so down came the tops (car's not Alice's, silly) and we motored back to the church parking lot for lunch break. Half of us headed to lunch while the other half headed to seemingly the two public washrooms on the island. (40+ females headed to the only girl's washroom with one toilet. Just imagine the wait! – Glad a bush works for me...). Needless to say I pretty much polished off our lunch (on the steps of a nice B&B somewhat behind the church). Right after lunch that pesky sunshine was kicking up the clouds, big ones. A storm went south of us, a storm went north of us. Then a storm hit us.



Lining Up To Buy Buffalo Stuff At Buffalo Farm



Religious Spits? Owners Praying For No Breakdowns? You Choose.

What a storm it was! Rained hard for about 45 minutes with a decent lightning show and wind. An even better show was provided by all the Triumph owners that had not foreseen the rain (we had) - mostly TR3 owners who had either stuffed the sidecurtains in the trunk or had forgot to bring them along.



Rain Came Back With A Vengeance!

Then there was the TR8 owner that had a busted rear window zipper who stayed out in the rain holding it up the whole time. That's the last time he forgets the duct tape! Some of the rain was coming in the loading dock we were standing near and Duncan figured out how to splash in puddles. Entertainment for the huddled masses. We were huddled in a defunct cheese factory turned into a craft shop. The roof leaked in places and moi was worrying about it collapsing!

Eventually the rain let up and we got back in our slightly wetter cars and headed on our way. The goal was to go to the tip of the island, then come back for a cook-out at the Thomas's spread on the banks of the St Lawrence. We

watched the storms go by as we drove, then picked up another rainstorm as we got to the Thomas's.

Brian and Linda Thomas have a very nice home on the side of the St Lawrence – you can paddle boat from their backyard.



Dinner At The Thomas's House On The Shore Of The St Lawrence River (to the right)

The food was wonderful and there was enough porch for everyone to stay dry. We ate too much then caught the 7:30 PM ferry back to Kingston. The kids went to bed while I got the hotel management to put out the hoses so we could wash the cars off. Nothing like blaring bluegrass and hoses full of water at 10 pm...

Saturday

Car show day. I was up early detailing the cars. We lined up to head to the park for the show and got lost. We did a few illegal turns and double parking before we found the city park. Pulled right up and drove on a sidewalk getting to the wedge parking places. I parked in line with about 7 other TR8's and Alice parked with about the same amount of TR7s. Alice, Bridgett & Duncan headed off shopping while I popped the hoods and did some last minute detailing of the engines. I then spent the rest of the day discussing car mods with the rest of the TR8 owners and trying to figure out if Offenhauser valve covers would fit with a set of SU H44s on a stock manifold (they won't). I suppose there was somewhere between 60 and 80 cars there. Not a huge show, but a nice one. Location in that shady park was perfect! The rest of the family got back from shopping at 3 PM, just in time to leave! That gave us about an hour to get ready for the banquet. Fast showers, fast ironing, hopefully underwear put on the right way...

The awards dinner was to be held at Ft Henry, which protects the Ridenau Canal System from us Yanks, or at least that was the idea in the early 1800's. Little did they know we would take-over the world with fast food and bad television. Now a park, it's in good shape. We got an interesting parking spot in front of the fort and went in for dinner.



Car Show – Downtown Kingston



Kingston On The Other Side Of The Cannon. The Storm In The Distance Never Made It To The Fort



Inside The Fort For Dinner

We actually ate in the Officer's Mess, which was not messy at all. The view of the town and St Lawrence from the parapets was very scenic, and the cannons made good chairs. Right before the food was served we had the awards presentation. Seto's placed first in TR3 Participant's Choice and we placed first in TR7 Participant's Choice and second in TR8 Participant's Choice. Won a tire gage as a door prize - bringing home the iron!

Food was excellent, the bar was cheap (and made one strong Rusty Nail!), and Duncan actually behaved during dinner. Somehow we ended up with a gob of chocolate éclairs for dessert – Bridgett's eyes again.

Now, we had been told that we didn't have to get in line with all the locals (serfs?) to get into the center of the fort to hear the concert (yes, concert, 1812 Overture complete with cannons and fireworks) . Surprise – we had to get in line anyway, and that line stretched for forever around that courtyard! Once the line started moving it moved fast, but the start took a little while. Bridgett kept us entertained by finding new ways to bug Duncan.



Duncan Accepts His Trophy



Three Ohio Cars, Three Trophies

The concert hall was the inner courtyard of the fort with theater seating down front and bleachers on the sides. We took a bleacher seat so we could walk Duncan when he got bored! That happened about the third song!

The groups performing were the Kingston Orchestra and a choral group from Philadelphia along with some locals who were winners in the Canadian Idol competition (see what I meant about conquering with television). After The Star Spangled Banner and O'Canada we sat down for a decent performance - okay, so the fort guard couldn't waltz to save their lives, give them a break!



Orchestras, Chorus, And Dancers. Okay, So Maybe Not The Dancers...

The night ended with the 1812 Overture – by then Duncan was asleep and we were all watching him to see how far he would jump with all the booms and bangs going off. The little dude didn't budge! Amazing. The perfect sound sleeper! He slept all the way back to the hotel and we put him right to bed. I then went outside and put the cars to bed and chatted a bit more with the Triumph folks out and about. In bed before midnight.

Sunday

Up early to pack. Usually this is hell trying to get everything to fit back into the TRS, but it was easy this time. Must be hallucinating!



One Last Look At Kingston Before We Hit The Road. Yes, Duncan also had the remote...

The goal was to make my mom's place at Medina, Ohio that night, which we did. In the miles between we managed to drive through several driving rain storms, saw

the folks from the Syracuse Rod Show heading home, and actually had decent food on the NY Thruway! A bit of levity when the US Customs guy suggested next time I get a note from mom saying I could take Bridgett in and out of the country and I suggested he ask mom in the car behind!

Monday

My evil plot to stop and look at the 61 Dodge was foiled by an early-morning gully-washer when we left Medina, which was just as good, I suppose. Besides that, the weather was great on Monday. We got home early afternoon in time to do all the clothes and mow some lawn. Sleeping that night in our beds was a real good thing!

Wrap-up

What a wonderful time. One of the best, most relaxed, and nicest meets I've been at in beautiful country. I'm glad we made the jaunt. The choice was go to VTR or go to the Canadian Classic. Glad we headed north...

Distance:

1600 Miles per TR, give or take a few.

Cost:

- Lodging - \$385
- Gas - \$170
- Food - \$154
- Registration/Events - \$150
- Materials - \$75
- Misc. Cash Spent - \$260
- Total Cost – Roughly \$1200

Comes down to about \$140/day for the family of four. Not as cheap as staying the whole time with relatives, but a lot cheaper than what we paid for Walt Disney World the last time we were there.

Triumph Sightings:

Only saw two Triumphs by the side of the road:

- Brown MkII Spit just south of the New York Town of Pen Yan. Not in the world's best shape.
- Brown TR7 FHC body shell on New York Rt 3 north of Oswego.

Slim pickin's. Maybe what one would expect by now?

Breakdowns

None. The TR7 started to show signs of coolant weeping from the head. Made sure we checked the coolant level and re-torqued the head. Had to purchase another torque wrench, but I needed a new one anyway. One window handle broke on the TR7, Nothing really happened to the TR8 except for it leaked about a quart of oil and had a slight coolant drip from the heater hoses, which I fixed. As of now (24 Jul) the window crank is fixed and the cars are ready to drive again. Sure, the TR7 will have to be dealt

with this winter, but why ruin my summer by trying to work on it?

TR Amber Alert – Lost Mug

Mike McKittrick lost this mug at the Clough's House:



If you find it please give it back to Mike, he's missing it badly! A reward of one scone and a can of vegetarian haggis has been posted as a reward.

Tech Tips From The Internet

Lucas Fuse Equivalence

A Lucas fuse is rated by what current it would blow at. Ordinary automotive fuses are rated by what current you can draw WITHOUT blowing them, or the maximum continuous current. They don't really specify at what current they'll blow...

Anyway, these old Lucas fuses of mine have both the Lucas "will blow at" rating, and the maximum continuous current rating, i.e. the normal rating labeled on them. [Or rather in them, because it is a small paper strip inside that carries this info. The more modern Lucas fuses have the info printed on the glass tube in an abbreviated form.] So here's your equivalents:

- Lucas 50 amp - continuous 25 amp
- Lucas 35 amp - continuous 17 amp
- Lucas 25 amp - continuous 12 amp
- Lucas 20 amp - continuous 10 amp
- Lucas 15 amp - continuous 8 amp
- Lucas 10 amp - continuous 5 amp
- Lucas 2 amp - continuous 1 amp

See the trend here?

Each fuse is actually good for a continuous current that's roughly 50% of it's Lucas rating.

BUT!

Another, and just as important, issue to take into account is the fact that the Lucas fuses have a different physical size as compared to the standard item. [Who would be surprised!?!]

The Lucas 1/4" diameter fuse is 1 and 5/32" [~29.4mm] long, while the standard 1/4" fuse is 1 and 2/8" [~32.0mm] long.

This makes it more than a tight squeeze - loading the fuse holder plastic with undesired stress if you force a standard fuse into the Wedge fuse block...

15 Things to do at Wal-Mart

From the email of Frank Ciboch: 15 Things to do at Wal-Mart while your spouse/partner/parent is taking their own sweet time:

1. Get 24 boxes of condoms and randomly place them in people's carts while they aren't looking.
2. Set all the alarm clocks in Housewares to go off at 5-minute intervals.
3. Make a trail of tomato juice on the floor leading to the restrooms.
4. Walk up to an employee and tell him/her in an official tone, "Code 3 in Housewares" and watch what happens.
5. Go to the Service Desk and ask to put a bag of M&Ms on layaway.
6. Move a "CAUTION - WET FLOOR" sign to a carpeted area.
7. Set up a tent in the camping department and tell other shoppers you'll invite them in if they bring pillows from the bedding department.
8. When a clerk asks if they can help you, begin to cry and ask, "Why can't you people just leave me alone?"
9. Look right into the security camera, using it as a mirror, and pick your nose.
10. While handling guns in the hunting department, ask the clerk if he knows where the anti-depressants are.
11. Dart around the store suspiciously while loudly humming the theme from "Mission Impossible."
12. In the auto department, practice your "Madonna" look using different size funnels.
13. Hide in a clothing rack and when people browse through, say, "Pick Me! Pick Me!"
14. When an announcement comes over the loud speaker, assume the fetal position and scream, "NO! NO! It's those voices again!"

And last, but certainly not least...

15. Go into a fitting room, shut the door and wait a few minutes, then yell loudly, "There's no toilet paper in here!"

That's it for this month. Maybe next month I'll actually have done something on a Triumph...



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...

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Annual Dues: \$20.00

General email: buckeyetriumphs@BuckeyeTriumphs.org

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Our current crop of Buckeye Triumphs Officers include:

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Treasurer: Jim VanOrder (740) 967-2110 vanordergj@core.com	Events: Bill Blake (614) 403-1074 billblake@thekayesco.com
Newsletter Editor and Webmaster: Bruce Miles (740) 587-4179 bmiles@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 rmains1@columbus.rr.com 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 614-397-3685 tr8@att.net Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member	

Items from the Internet

From: Canley Classics [mailto:info@canleyclassics.com]
Sent: Tuesday, July 27, 2004 7:34 AM
To: Webmaster
Subject: PRICE UPDATE

Visit www.canleyclassics.com

Exciting new Triumph parts & accessories,
 and all the latest Triumph news

From: SlcatVIP@aol.com [mailto:SlcatVIP@aol.com]
Sent: Tuesday, July 20, 2004 8:55 PM
To: webmaster@buckeyetriumphs.org
Subject: thanks!

Buckeye Triumphs,

This is the greatest Triumph site anywhere and I want to say thanks for the information, I just rebuilt the carbs on my 72 TR-6 following the step by step and completely informative info accessed here. PERFECT!!! Thank you, thank you, thank you! Jim Junkins 22 James Way, Windham, Maine

From: Stevsonmotors1@aol.com

Sent: Tuesday, July 06, 2004 11:16 AM

To: webmaster@buckeyetriumphs.org

Hello,

Wondered if it might be possible to get a mention on your site please?

Stevson Motors - Specialist classic car hydraulic component manufacturers of brake pipe kits and hoses, fuel pipe kits and hoses, oil pressure gauge pipes and hoses. Factory trained reconditioners of classic & vintage Luvax, Girling & Armstrong lever arm and telescopic shock absorbers. Parts for Jaguar, MG, Austin Healey, Triumph, Ford, Audi, Rover, Rolls Royce, Ferrari, etc, etc.. Commercial and military vehicle applications also stocked. Fast, efficient, knowledgeable and friendly service from a family firm established for over 60 years....

Unit 1, 2A Harrow Road,
 Selly Oak,
 Birmingham,
 B29-7DN,
 Great Britain,
 Tel: 0121 4721702
 Fax: 0121 471 3312
 Email: stevsonmotors1@aol.com
 Website www.stevsonmotors.co.uk

Kind regards,
 Claire Stevenson.

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

From: Rod.Yost@advest.com
Sent: Wednesday, July 28, 2004 1:36 PM
Subject: Something to Think About

When I was young, we used to go skinny dipping, now it's
"chunky dunk."

Never argue with an idiot, people watching may not be able
to tell the difference!

Wouldn't you know it... brain cells die, but fat cells live
forever!

I saw a woman wearing a shirt that said "Guess" on it. So I
said, "implants?" and she hit me.

Why do we choose from just 2 or 3 for president, but have
50 choices for Miss America?

Now that food has replaced sex in my life, I can't even get
into my own pants!

Why can't kids read the Bible in school, but they can in
prison?

In Alabama, do they still swear on the Bible in court, even
though they can't have the 10 commandments displayed at
the courthouse?

A good friend will bail you out of jail, but a true friend will be
sitting beside you saying, "Damn, that was fun!"

From: SHughes [mailto:shughes@wideopenwest.com]
Sent: Monday, July 19, 2004 8:35 PM
Subject: Classified Ads

Actually Taken From Classified Ads In Newspapers:

FREE YORKSHIRE TERRIER. 8 years old.
Hateful little dog. Bites

FREE PUPPIES: 1/2 Cocker Spaniel, 1/2
sneaky neighbor's dog

FREE PUPPIES... Part German Shepherd, part
stupid dog

GERMAN SHEPHERD 85 lbs. Neutered. Speaks
German. Free

FOUND: DIRTY WHITE DOG. Looks like a rat ..
been out awhile.. better be a reward.

NORDIC TRACK \$300 Hardly used, call Chubby

GEORGIA PEACHES, California grown - 89 cents lb.

NICE PARACHUTE: Never opened - used once

JOINING NUDIST COLONY! Must sell washer and
dryer \$300

FOR SALE BY OWNER: Complete set of
Encyclopedia Britannica. 45 volumes. Excellent
condition. \$1,000 or best offer. No longer needed.
Got married last month. Wife knows everything

From: Nelson Riedel [mailto:NARiedel@adelphia.net]
Sent: Sunday, July 11, 2004 11:23 AM
To: Undisclosed-Recipient:;
Subject: Thirty reasons why a dog is better than a wife

1. The later you are, the more excited they are to see you.
2. Dogs will forgive you for playing with 20 other dogs.
3. If a dog is gorgeous, other dogs don't hate it.
4. Dogs don't notice if you call them by another dog's name.
5. A dog's disposition stays the same all month long.
6. Dogs like it if you leave a lot of things on the floor.
7. A dog's parents never visit.
8. Dogs do not hate their bodies.
9. Dogs agree that you have to raise your voice to get your point across.
10. Dogs like to do their snooping outside rather than in your wallet or desk.
11. Dogs seldom outlive you.
12. Dogs can't talk.
13. Dogs enjoy petting in public.
14. You never have to wait for a dog; they're ready to go 24-hours a day.
15. Dogs find you amusing when you're drunk.
16. Dogs like to go hunting and fishing.
17. Another man will seldom steal your dog.

18. If you bring another dog home, your dog will happily play with both of you.
19. A dog will not wake you up at night to ask, "If I died would you get another dog?"
20. If you pretend to be blind, your dog can stay in your hotel room for free.
21. If a dog has babies, you can put an ad in the paper and give them away.
22. A dog will let you put a studded collar on it without calling you a pervert.
23. A dog won't hold out on you to get a new car.
24. If a dog smells another dog on you, they don't get mad, they just think it's interesting.
25. On a car trip, your dog never insists on running the heater.
26. Dogs don't let magazine articles guide their lives.
27. When your dog gets old, you can have it put to sleep.
28. Dogs like to ride in the back of a pickup truck.
29. Dogs are not allowed in Bloomingdale's or Neiman-Marcus.

And, last but not least:

30. If a dog leaves, it won't take half of your stuff

Classifieds

We have 2 1969 mark 3 triumph spitfires - 1 is intact however, in need of restoration #2 is in parts!

We are open to offers.

Tel #s 937 488 1129 (h) 937 369 8850 (c) - Robin Whitton

From: Peter P. Bihuniak [mailto:bihuniak@alltel.net]

Sent: Friday, June 18, 2004 5:51 PM

For Sale: 1967, GT 6, Mark 1, 65,000 miles, white

- 2nd owner, acquired 1985 - Body off repainted in '85
- Excellent overall condition.- Serviced locally in Chagrin Falls at Eurosports (John Barnard)

\$6250.

440-708-1748



From: Chris Durham [mailto:chris_dur@yahoo.com]

Sent: Monday, July 19, 2004 10:34 PM

To: Webmaster@buckeyetriumphs.org

Subject: Triumph for Sale

I am trying to sell a fully restored 1959 Triumph TR3A. I

am trying to figure out the best way to do this and when I found your site I figured this was a good place to start.

I will have quite a few pictures to post by tomorrow night but just to give some insight into the car.

It is a fully restored, white with blue leather interior Triumph TR3A. It runs very well...I actually just had it looked at by a mechanic last week and it came out very well.

Here are the Pictures:



Also, my number is 614-937-4542.

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>

From: Bruce Clough [mailto:clough@erinet.com]

Sent: Wednesday, August 04, 2004 5:01 AM

Subject: Need 1970 TR6 Front Bumper - Will Trade For Set for '69

I have a set of early TR6 bumpers with the extra round bars on top (brush guards?), you know, the round chrome type that attach to the top of the bumpers. I need a front bumper without the bar. Will trade the set I have for a decent front bumper. Thanks, Bruce Clough