



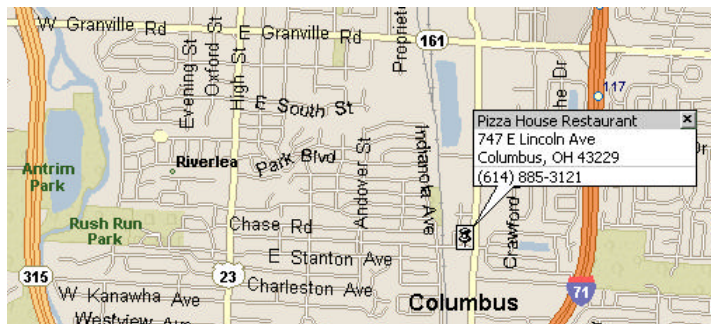
Buckeye Triumphs Newsletter

Visit us at:
<http://www.BuckeyeTriumphs.org>
 (and get your newsletter in COLOR)
 6-Pack Chapter
 Center of Triumph Register of America
 VTR Zone Member

Winner of VTR Best Newsletter Award – 2003!

BT Meeting - Monday, August 1st 6:30 at the Pizza House Restaurant

Bill Blake is coordinating the August meeting at the Pizza House restaurant, 747 E Lincoln Ave, Columbus, OH (South of 161 at the corner of Sinclair and Lincoln Ave)



To quote an article from the internet: *New York has a pizza, Chicago has a pizza, and the midwest has Pizza House. The best pizza in Columbus, bar none. It's what a pizza ought to be...tasty, tasty, tasty. And it's even better in the morning if there's any left over.*

Bill says we have the bar area reserved in his name.
 See you there!

August Drive and Potluck Saturday, August 27th

Club member Gary Nettler will host a potluck/swim party/drive to his house August 27. He lives between Buckeye Lake and Lancaster, near the town of Thurston.

Address is 2965 Musser Rd., Baltimore.
 Phone: 740-468-2290

The most direct route is to take I-70 E to the SR-158 (Kirkersville) exit which has a Fireworks store and Flying J Truck stop. Take SR-158 south to Baltimore, then left (east) on SR-256. After about a mile you'll cross SR-37. There is a Sunoco station at that intersection. Continue east on SR-256 for 1 mile to Thurston. There will be 3 churches at the corner of SR-256 and Old Millersport Rd. Turn right (south) on Old Millersport and go 1 mile. Musser Rd will be on your

left. Take Musser (east) 1 mile. My house is on the right with a railroad sign at the driveway.

Please bring your own drinks, a side dish, and swimming suit. I have chairs for about 24 people so you may want to bring a chair also. I'll provide brats, hotdogs, buns, plates, etc.

If you want to drive down as a group, we will meet at 11:00 at McDonalds in Johnstown on SR-62. Or come directly to Gary's place. We could eat around noon, swim, and then take a drive. I've mapped out a 58 mile through scenic Fairfield and Perry counties. Since I got lost 7 times the 2 times I drove it, it's still in development. We'll go through Somerset on the return leg and can stop there for ice cream.

If you have any question or suggestions call me or email me at Garylaptop@columbus.rr.com

Dayton British Car Day 2005

Mark your calendar for August 6th - we will travel to:



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 22, 2005.

Day of Show; Registration \$10, T-Shirts \$12.

Vendors; \$15 or Door Prize of Equal or Greater Value

Registration 9am till Noon.

<http://www.miamivalleytriumphs.org>

We can finalize the details for those that would like to caravan over at Monday's meeting, but we usually meet at the McDonalds on the North side of Rome Hilliard road just off of I-70 around 8:00 AM

Roadster Factory Summer Party August 11th through the 14th

TRF Summer Party, 2005

It is exciting to plan for Summer Party again after taking a year off in 2004. We have planned a good event, and we have lowered the cost to participants. The slate of events includes all of our traditional driving events and a participants' choice car show on the street in Downtown Indiana, Pennsylvania on Saturday night. We are starting Summer Party, this year, on Thursday night, and it will end with awards after the car show on Saturday night.

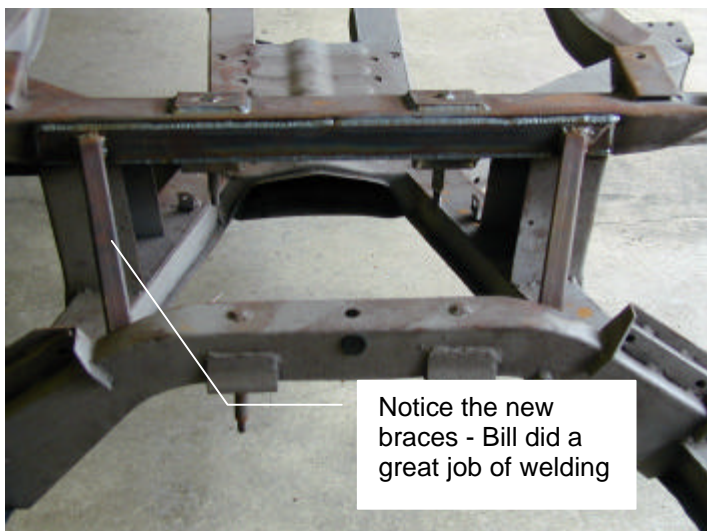
Many enthusiasts love Summer Party, and they come every year. If you haven't attended in the past, please consider coming this year. I know that you will have a good time, and you will be sure to make new friends, as everyone here has one thing in common, British cars. During Summer Party, that counts more than your career, your bank account, or your social standing in your hometown. Summer Party gives you a chance to drive your car and to compete with it against others enthusiasts in traditional sports car events. Racers, drivers, and waxers, all are welcome, and all are critical to the success of Summer Party, 2005.

Editor's Note: I am planning on attending, going over Thursday, August 11th (Early) - Let's talk at Monday's meeting about any plans to caravan over



Progress slow but sure. Ryan has worked very hard this month. First, he stripped out the clutch from my TR6 and replaces it with a new one. I'm pretty sure I consider this my birthday present. (along with a big **THANK YOU** from a grateful Father)

Next - he has been preparing the frame (and working with Jim VanOrder's friend Bill Pittman) for the 2nd 250 Autocross "beast" Here are some pictures:



The frame has been painted and is ready for re-assembly. All the brake parts finally arrived for the TR3 and it is running. (they were lost in the Mail for 3 weeks) and the car

Editor's Corner

Well, it has happened again - I spend all of my energy putting the newsletter together, and then when it comes to writing up my contribution, I find myself out of time and needing to get to the post office. So here are the items that have been happening to Ryan and I this month.

The 250 is still at the paint shop:



is "running" - we have it listed on eBay and are auctioning it off - item # 4565507066 if you are interested.



I think that this is a really neat car. It has Overdrive (we tested the overdrive out the other day).

The electrics are shot, it needs carpet and the seats need to be covered (thanks to the "wolf" that lived in it.)

If you are interested, please let me know.

I'm excited to have my TR6 back in action, I plan on going to the Roadster Factory and the Dayton British car show.

I'll be at the meeting on Monday at the Pizza House - I'll bring my computer and we can check how the auction is going.

See you all on Monday!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – August 25th, 2005

President's Corner

I trust that everyone had a wonderful Fourth of July Holiday. The Henry family spent the first week of July on Hilton Head Island soaking up the sun. The weather was hot and humid, the water green and the sky was blue, just the kind of conditions you would want at a beach. On the Fourth, we watched the fireworks display at Harbor Town where they push a barge out into the bay and shoot the fireworks off from it. We sat near the 18th green of the Harbor Town Golf Course, which is the closest I will every get to playing golf on that course. But by being at Hilton Head, we missed all of the festivities here in the Central Ohio area.

One of the events we missed was the Arthritis Foundation Show at the Metro Center in Dublin. This is a great show and I really regret missing it this year. I trust Buckeye Triumphs were well represented and that some of our members rode off with trophies.

The British Car Council had their wrap up meeting at the Tony Burgess home on July 14th to discuss the '05' show and to lay down the ground work for the '06' show. We made a list of the activities that went well and discussed at length things that we thought needed improvement. Obviously one of the topics of concern was the parking and the location of the vendors. Both will be addressed more closely as the council further plans for the '06' show. I might add that we will add at least one more Port-a-Potty. Just a note, next years show is on May 21st so mark your calendars.

As you could probably tell if you where at the show, attendance for the '05' show was down a little bit from the previous shows at Easton. That included about a 30% decline in Triumph attendance also. We will have to work to bring those numbers back up next year. (Why if the Huddy's bring all of their cars next year, that alone should almost make up the deficit). The up side to all of this is that the Council made enough money from the show to still contribute \$1,000 to K-9 Companions, the beneficiary of the British Car Show. This is a very fine organization and we as Buckeye Triumphs should be very proud to help contribute to this cause.

There are a number of events scheduled for August, two of which are the Dayton British Car Day on the 6th and the Roadster Factory Summer Party beginning on the 12th. In addition, John Huddy and I have decided to hold a joint tech session at my home on Saturday, August 6th. John wants to change out the rotors on his TR and I want to change out the front springs on mine. All are welcome to come and either join in or stand back and supervise.

That's all I have for this issue. See you at the August 1st meeting hosted by Bill Blake and John Huddy at their Ostrander Garage. Cheers, Buck

BT Meeting Minutes

None for this month...(no formal meeting).

Rod Yost's Story (part 3)

Editor's Note: *Rod's story continues...*

How to Restore a TR3 in 35 Years or Less

By: Rod Yost

Part 3

I ended the last edition of this epic story with the comment "Life was good." I suspect that most of you figured out that something was about to change. Of course it did. The place where I had worked for the last ten years was sold, and I chose to begin a new career as a stock broker. I further suspect that a lot of you could look back on your brokerage statements from the early eighties, and realize that I had not jumped into a booming time for the stock market, although if people had only known what was to follow, they would have been more eager to buy.

Anyway, my story is going to fast-forward quite a bit. I was just starting out on a full commission basis in a new career, had a new baby and a two year old, and didn't *really* need two British cars. As it so happened, the fellow who had sold me the MGA called me back, and asked if I would sell it back to him. I think I only charged a few hundred dollars more than what he had charged me, and I never did get around to fixing that cracked block.

A couple years later, I got a bit excited and sand blasted and primed the frame (from the parts car.) I had fun once in a while starting up the engine. It sat, as it still does, on a four caster dolly. I used, as I still do, a funnel hooked up to some plastic tubing as the fuel tank. I was going to hook up the radiator, but discovered that the block was so full of crud, that I could pour fluid into the block, but nothing would drain out of the petcock. So, no radiator. But what an engine! Fires up and runs every time. 'course, I use a pretty small funnel.

I'm embarrassed to say, that other than dreaming, and planning, and pricing, and worrying, I didn't do anything for the next 20 years. I had a neighbor who was restoring an old McFarland, straight eight cylinder. We used to kid each other that we had to get the job done before we died. He died. That still didn't inspire me to get to work.

Twenty years can pass by pretty quickly. I kept everything in the garage, so nothing deteriorated much more, except the cars Pat and I drove, which had to stay outside. I think it was 2002 when I discovered the Buckeye Triumphs Club. I was doing a search on the internet, and found Bob Main's phone number. He let me know when the next meeting was, told me that there were a couple people in the club who were doing frame up restoration on TR3s, and even told me that there were a couple club members in the Newark area, although he did not give any names. I'm not sure if that was for my benefit, or theirs! The first club meeting I attended was at Jim and Gayle VanOrders sometime during the winter.

I realized that I had found a group of people who I could identify with, and who were interested in the same things I was, and who knew a lot more about the car than I did. So

I joined, and have never regretted it. Of course I was coming to meetings, and after a few months, without any new progress to report, I knew something would have to change. I had joined the club primarily to get myself jump started into actually doing something on the car.

Fortunately, another friend came to my rescue. He had lived in Tennessee, but had recently moved to Ohio, bringing his '71 TR6 with him. He called me one morning to tell me that he was moving back to Tennessee, that he did not want to take the TR6 back with him, and that I had to buy the car. --- To be continued

Notes from Members

From: Joe Lynch jlynch1@columbus.rr.com

Sent: Monday, July 25, 2005 10:33 PM

To: Bruce Miles

Subject: Humorous response to question

Hi Bruce, Someone on the NASS list recently asked a question about trying to turn over the engine on a car that had been sitting for 10 years. Here's the response that one person gave (some good advice, and some humor too):

I don't know the size of the nut offhand but, it is good practice to send some ATF or marvel mystery oil down the bores (via plug holes) and let it sit for an hour (or better yet a day) before trying to turn the motor. It sounds like the car isn't yours yet so, I don't know whether that is possible or not.

Regardless, leave the plugs out for the next steps.

And if possible, break the motor free by rolling the car down hill and dumping the clutch in fourth gear. The diff will give you mechanical advantage and the clutch will limit torque. If you put too much torque on that nut, you may do some damage. This is no chevy small block, these parts are small and light and easy to destroy.

That all sounds great but, chances are, the clutch hydraulics are shot. So, here is what you need to do, see those two guys with giant bellies making jokes and hilarious noises who hang around your garage drinking your beer? This is when they come in handy. With the car in fourth gear, all three of you should rock it, with gusto, and try to free the motor. When that doesn't work, find a car with a similiar bumper height to the front of the spit. Have Chet and Junior take a seat on the rear fenders (to create traction) and with an old tire (no wheel) between the cars for cushion, give a little push and see if the motor breaks free.

Should the motor happen to break free, your next reaction will be, "Let's see if we can get it running!" Stop! First, remove the air filter, discard the mouse nest (no need to save it, there will be plenty more spares). See if the carb linkage moves. It doesn't matter but, it is fun to fiddle. Disconnect the fuel line to the carb, and the one to the fuel pump. Whatever that juice is, we don't want it in the motor. Check the oil and be sure it doesn't smell like fuel. Put more ATF down the bores. Crank the motor for a bit and let that

oil do its magic. Most of the oil should get forced back out the plug bores during cranking. Get the ignition working well enough to cause a fire with those fuel lines I forgot to tell you to plug. Use whatever techniques you please to insure that the timing is in the right neighborhood and not 180 degrees out. Clean up the plugs a bit and reinstall. Have Chet stand beside you with a fire extinguisher. Remind Chet to point it at you as extinguishing the fire that the carb launches onto your face or crotch is a higher priority than putting out a fire on the car. Wait while Chet makes a crotch joke to Junior. Repeat rules to Chet. Put a tablespoon of gas directly into carb(s) throat. Place the probably soon to be burned palm of your hand over the carb(s) mouth. Have Junior crank it over and remove hand quickly. You should have felt some vacuum. Try about three cranks per tablespoon of fuel. Move the timing slightly each time if you are unsure of it.

If it is all there, the engine will cough and fire for just a moment. Stop! The test is over. It can run. Before you do run it, you need to think about that oil and fuel system and how you are going to get confident that it is in shape.

Good luck, Michael O'

From: Joe Lynch [mailto:jlynch1@columbus.rr.com]

Sent: Sunday, July 24, 2005 8:11 PM

Subject: MG Rover sold to Chinese firm

FYI - sold again

MG Rover, the collapsed car manufacturer, has been sold to a Chinese firm, raising hopes of a limited return to production at the huge factory at Longbridge.

Administrators reached a deal with Nanjing more than three months after being called in to try to draw up a rescue package for the last British volume car firm.

PricewaterhouseCoopers had been holding talks with Nanjing, the Shanghai Automotive Industry Corporation (SAIC) and David James, British businessman, over the sale of all or part of MG Rover.

Unions had been backing the SAIC bid as the best way of attracting new jobs to Longbridge amid hopes that at least 1,600 research and development posts would be created.

Nanjing Automobile is China's oldest carmaker, having been founded in Jiangsu province in 1947.

The manufacturer, a state-owned enterprise with approximately 16,000 employees, is much smaller than SAIC, which produced 600,000 vehicles last year.

Joint administrator Tony Lomas said Nanjing will now begin to take control of the assets and develop its plans for the future.

From: stephen_a_hughes@bankone

Sent: Friday, July 29, 2005 7:19 AM

Subject: Triumph content

Hi Bruce,

Saw this in the newspaper this morning and thought you would like it for the newsletter.

Steve

Jul 28, 1:38 PM EDT N.D. Man Wins Annual Bad-Writing Contest

By GARANCE BURKE Associated Press Writer SAN FRANCISCO (AP) --

A man who compared a woman's anatomy to a carburetor won an annual contest that celebrates the worst writing in the English language. Dan McKay, a computer analyst at Microsoft Great Plains in Fargo, N.D., bested thousands of entrants from North Pole, Alaska to Manchester, England to triumph Wednesday in San Jose State University's annual Bulwer-Lytton Fiction Contest.

"As he stared at her ample bosom, he daydreamed of the dual Stromberg carburetors in his vintage Triumph Spitfire," he wrote, comparing a woman's breasts to "small knurled caps of the oil dampeners."

The competition highlights literary achievements of the most dubious sort - terrifyingly bad sentences that take their inspiration from minor writer Edward George Earl Bulwer-Lytton, whose 1830 novel "Paul Clifford" began, "It was a dark and stormy night."

From: MHenry1453@aol.com

[mailto:MHenry1453@aol.com]

Sent: Tuesday, July 26, 2005 9:51 PM

Bruce:

Could you get the word out that John Huddy and I would like to hold a joint tech session at my house Saturday morning, August 6th at 9:00 a.m.

John wants to change out the rotors on his TR-6 and I want to change out the front springs on mine. Everyone is welcome who wants to watch or assist.

My house is located at 6379 Belvedere Green Blvd., Dublin, OH 43016.

Thanks, Buck

Local Sources:

From: John [mailto:johnjohnson@columbus.rr.com]
Sent: Sunday, July 17, 2005 9:37 PM
Subject: Local Sources #1

I want to tell everyone about a new edition to our newsletter called Local Sources. This will be a section of our newsletter dedicated to letting other members know about people locally who provide parts and services for Triumphs. If you know someone who provided a service on your car that others might be interested in please send it in, it might be someone did upholstery, paint or offers any parts or services.

I want to take this opportunity to tell you about Doug Braden (878-6373) of www.triumphparts.com



He has owned some 60 Triumphs and 42 of them have been TR6's, so if you have a question I bet he can answer it. He also has project cars available so give him a call.
 John Johnson



who is out of Galloway. Most of you already know Doug since he is an original member of the club but if you don't he has been selling n.o.s., used and new parts from Moss, TRF, Victoria British and BP Northwest at dealer cost for 15 years. Doug has a 1500 sq. ft. building stacked to the ceiling with parts for any Triumph you might own.



23rd Annual Len Immke Arthritis Show

Editor's Note - My continued thanks to Bill Blake for this article from the Arthritis car show...

The Jeff Brashares/Len Immke show saw nice weather this year on Saturday and lots of cars from all corners of the planet with of course the Buckeye Triumph Brits there in force. Thanks to Jim Washburn, Jim VanOrder, Doug Braden, Everett Rainier, and Jay VerHulst for help in judging 39 cars. Murry Mercier and I spend a lot time in the show committee monthly meetings trying to make this event work. It was really great to see the turn out and enjoy the cars and people who came with them. Best of Class went to Jim Fisher with a 1977 MGB V8, he received the Princess Diana Award, which was a framed watercolor of the lost Princess. There were 18 more winners; notably from our club were Pete Gallo with his 1949 Triumph 2000, Jerry Moore with a 1974 TR6, and John Johnson with his recently completed yellow TR6. Please direct any suggestions for next year to Murry or myself, we will try to do everything we can to make this show even better. Total cars for 2005 were 1,038 compared to 958 last year. Financially the gross was \$190,000, Central Ohio Arthritis should be happy with the proceeds. Thanks for coming!





This past Friday July 22 saw the annual Celina lake Festival, a show with national implications, and even a reporter from the New York Times. This event of course is famous for the Amphicar Swim-In, the car that can go down a launch ramp and putter around in the lake. Amphicars were made in Germany in the mid 60s but had a Herald engine direct from Triumph. This year's event had 33 cars from all over the US and Canada. They have dinner about 2 miles from the festival and then have a police escort to the launch ramp at the festival and cruise in car show site. Then one by one they hit the water and motor into Grand Lake St. Marys. The festival queen and her court go in the first car. It is amazing to watch these little cars do their thing with such ease and agility. This is a small town event but really an amazing thing to see and even harder to believe they are really afloat and maneuvering.





We just returned from a vacation and passed a wonderful antique store that provided a great photo op, Kathy Scott agreed to pose but maybe all of us with British cars and parts should have a turn in front of this fine historical truck in Jamestown, KY.



Continuing my quest for fine antique petroleum signage Kathy found this pristine unit in Jamestown, KY, never been swung...still lights? Lamont get the truck.....



Bill Blake

Postscript to “Splash-In” article:

Now that Bill and I have seen the Amphicar “Splash-In”, we know what we have to do to build an amphibious Triumph. We plan to start with a TR7 wedge Coupe, remove all the unnecessary bits (like the engine and trans.), plug most of the holes and fill the rest of the beast with Styrofoam. All we need is a small lawnmower motor to propel the thing a short distance from the street, down the boat ramp and into the water. My 20 HP Evinrude outboard motor should provide enough power to make the TR7 boat go faster than 9 knots (which is the top speed of an Amphicar). Hell, the TR7 is the perfect shape for a boat and should probably be capable of planing-off at 12 knots.

We already have a donor TR7 Coupe, thanks to Ron Fowler, and I have an outboard motor, so we are half-way there. Recently, I spoke with Ted Schumacher, of T.S. Imported. Ted thinks that we have a winning idea and he has agreed to be our technical consultant and necessary bits provider.

Bill and I plan to join in next year’s Lake Festival and slip our beast behind the parade of Amphicars. After all the Amphicars are in the water, we will launch our “Miss Wedgie” and blow off the competition. Stay tuned to hear about our progress. With any luck at all, we will start this project sometime before the snow starts flying. We may actually have time to see if “Miss Wedgie” floats before her Lake Saint Mary’s maiden voyage.

John Huddy

TRA 2005: “Give Me A Full Report!”



Warning. What you are about to read is uncensored and direct to the point. It contains the thoughts of a father and husband as he led his family on a cross-country jaunt to experience a Triumph Meet. It can get graphic, even brutal, okay, so not brutal....

Prologue

As TRA National Meeting Coordinator I probably should show up at TRA evens, even though we don’t have an early TR at the moment. Due to my encouragement, this year’s meeting is at Branson MO, so I feel destined to attend. This is the first time TRA Meet will be west of the Mississippi. It’s a long drive during a warm time of year, so we’re planning on doing it in several days, taking side roads and taking in some sights along the way. I refuse to take Interstates if I have time – you miss so much! I broadly advertised what we were doing to generate a caravan, but only Forrest and Audrey took us up on it for most of the way.

Day One: True Face Uncovered

Luckily we were packed by noon when Forrest and Audrey showed up. With the Stag and the TR7 we actually had plenty of room and no-one felt cramped. The goal for today was to cruise down US 68 to Blue Licks State Resort Park in Kentucky, between Maysville & Lexington. The first 20 minutes of the drive was uneventful, until we pulled into a gas station outside Wilmington to get gas and my overflow bottle spewed coolant all over the engine compartment. Mt St Helens in miniature. I knew I might have filled the coolant bottle up a bit much, but this was ridiculous.



Forrest Tells Duncan That Cross Country In Triumphs Can Be Fun, But We Probably Should Leave The Lawn Mower At Home

Great, so much for the clean engine compartment. Once we figured out how to go south on US 68 in Wilmington (not intuitively obvious to the casual observer) we headed south towards the river.



On The Road South, Open Country South Of Wilmington. Gotta Love The Hood Scoop

The original plan was to stop at the Rankin House at Ripley, but due to my cooling system I decided to stop at McDonalds instead. Okay, so they are not at all close, but the kids didn't mind. Radiator ran perfectly, no coolant lost. TR7 was running perfect.

After lunch we crossed the Ohio on a new bridge (okay, so new to me) and headed toward Old Washington, one of the original Kentucky towns settled when Daniel Boone still had interest in the local land. It was supposed to be chock full of those neatsy-cutsy shops, but we only found one antique store open, so we looked around. Stag was running normal, TR7 fine.



Blue Licks Lodge From The Hill Overlooking It – It Doesn't Get Much Prettier Than This!

Another twenty miles south brought us to Blue Licks State Resort Park. Now, for those of you that do not know, Kentucky has a wonderful system of resort parks that one can stay at for a reasonable cost. These really are fantastic deals (especially compared to Ohio Parks) and are all over the state.

Blue Licks is named for the creek running through it, and is site to a Revolutionary War encounter between Shawnee and Colonialists. It's nestled in a valley filled with a few fields and a lot of forest. Very picturesque. We got there in time to unpack (and watch the expansion bottle overflow again, rats!) and hit the pools, which felt wonderful! Dinner at the lodge was great for a family, but as we went back to the room, we saw a raccoon dumping over garbage cans. This was the first live 'coon the kids had ever seen, so they were excited. We followed it around at a safe distance – I don't think it liked Duncan's screams of joy at seeing it.



View From The Balcony At Blue Licks – You Could Almost Hear The Fiddles In The Distance

Back at the room we got ready for the night. I filled up the radiator on the Stag, practiced mandolin on the balcony (nothing like a little "Old Joe Clark" while the sun is setting behind the hills), and Duncan threw up on Alice. Great gag

reflex, that guy. Spent the rest of the night cleaning clothes and drying them out. Fortunately the bed was nice and I slept like a baby.

Day Two: Bluegrass, History, And Puddles

We were up early. My family puts up with me and my anal need to get going in the morning. After cleaning up and a bit of packing we trundled down to the restaurant for some breakfast. As good as one would expect, and even better. By 9 AM we were ready to roll, and roll we did - to the nearest Wal-Mart (we forgot a few things, like deodorant, I won't say who forgot it) – this was an “old style” store, no supercenter here. Once filled up with deodorant, shower caps, and wet-wipes we were back on the road. On the west side of Paris (KY) we start into serious horse country. White fences, big homes, and fields full of grazing horses. Try to see this from an interstate! Bridgett was on the lookout for horses! The horse country continues as 68 heads southeast from Lexington, but pretty much ends when you get to the Kentucky River Canyon – I call it a canyon since that's what it is, dug by erosion over the years several hundred feet below the surrounding plain. The road gets really fun here! This is a really great drive and I'm sorry more folks didn't take advantage of it!



Horse Country: Fences and Big Barns!

West of the Kentucky River the land becomes more rolling, and the roads are great Triumph roads. When I was young my parents took me to many Civil War battlefields, but I had never been to Perrysville. This time we stopped there.

Perryville Battlefield is a state park, not a national one. As battles go, it wasn't as bloody as Shiloh or Chickamauga, but it did ensure that Kentucky stayed in the Union camp. Can't say the rest of the family enjoyed it besides the stop, but I thought it interesting.

Now the day was starting to get hot! Over 90 degrees, but the Stag cooling system was handling it. Heading west we stopped for lunch at Lebanon, KY, where Duncan again gagged himself while eating too fast. He has regained the

title of “Spewboy”. After lunch we went to the Lincoln Homestead, a National Park south of Louisville.



Bridgett Puts Together Stuff. We Arrived Just In Time For Crafts At Lincolns Homestead

This is where Lincoln spend childhood an early adolecense. It also is where they don't really have the Lincoln Cabin, but they have one from the Lincoln's neighbors dating to the same time, so they're restoring that. We all lounged in the shade and had some water while Bridgett put crafts together.



Duncan Practicing For A Part Posing For The Next “American Gothic”. What a Serious Look! That's The Ersatz Lincoln Cabin In The Back

Back on the road, I had planned to drive through Bill Monroe's home town of Rosine, KY, but we were behind schedule a bit, so I had to bypass Rosine to get to our destination for the night – Pennyrile resort park. I played some more traditional Bluegrass and waved “hi” as I passed by on the Western Kentucky Expressway...

...Which I shouldn't have taken, or driven as fast on it since I had an eruption from the expansion bottle when we pulled off the expressway for gas (Alice was being a good troop so far putting up with me and my Stag.) once the engine cooled a bit and sucked in the fluid, I added more, and we were on our way.

Pennyrile – what another great place to stay. Nestled in rolling forested hills by a nice lake, it had 29 rooms (small place), but has a big restaurant and a big pool! And a big pool was what we wanted to see! But first of all there was work to do...



Lodge At Pennyrile – Another really Nice Place! Can you say woods?

Work? Yes, not only did we have to unpack, but I had to fix the front spoiler on the TR7 that hit a curb, but I also had to get a larger overflow bottle into the Stag.



Another Wonderful Balcony View – Lake And Trees

While Alice and the kids got cleaned up I headed to the parking lot, but I would not be alone. Those who remember Bob Kamholtz from Thunderbird Racing and Triumph Parts fame, affectionately known as the Cheeseman, would be happy to know that he and his wife Sharon joined us for dinner (they just live a few miles away). Cheeseman brought a gallon antifreeze bottle and gobs of nylon ties, and in about ten minutes we had a big overflow bottle rigged up & operational. TR7 just took some wire that I had in the trunk, of course! Glad Bob was there – we really needed help!

I'm not quite sure why I hurried to get ready for dinner. It was the slowest service I've seen in quite a while!



Cheeseman and Sharon Join Us For A “Leisurely” Dinner

Well, it finally got there, and for a change, Duncan kept it down! After dinner we walked to the pool - Sharon and Bob had to get back, but the rest of us got in the water. By the time we were ready to get out the Pennyrile Theater was in operation (VRC connected to an LCD projector). Show was “O Brother Where Art Thou”. Bridgett wanted to stay to watch, and wanted to know the meaning of the “O Death” scene – maybe a bit later on in life... In bed by 10.

Day Three: Into The Oven

Up early once again, not only did we want to get going sooner, but also wanted to account for the slow service at the Restaurant. Good thing we did since it took 45 minutes to get cereal and juice! The slow service was the only drawback to Pennyrile, all else was beautiful.

We took of driving southwest to Murray, KY. This took us over some wonderful roads in nice rolling country – reminded me quite a bit of Holmes County OH. We were meeting Jeff (and you'll have to forgive me since I forgot his last name) who was going to join us in his TR6 for the rest of the trip.

Jeff's got a nice spread, and a wonderful garage. We pitted there and then headed northwest toward Cairo, IL. Countryside is rolling and wooded, good road and plenty of garage sales. All that changed when we crossed the Mississippi. It was now flat flood plain, very few trees, lotsa farm production, and getting hot!



TR6 Joined The Caravan, Leading Us Out Of Kentucky

Pressing on in the hazy, hot early afternoon we came to Dexter, MO. Jeff indicated that they had great BBQ here, and pulled off the four-lane to a place called the “Hickory Log Restaurant and Lounge”. Now, normally I don’t comment on restaurants (yeah, right), but this place had GOOD BBQ. Definitely a place worth stopping! Oh yeah, Duncan barfed ‘cause he didn’t like the whipped cream on dad’s dessert, but we caught it before it soaked into any clothes...

Once we got on the other side of Poplar Bluff we took US160 across the southern part of Missouri, rather than the straighter, 4-lane US60. We wanted to see the country, and see the country we did.



Ozark Countryside From The 55 MPH Stag

West of Poplar Bluff US 160 goes through the southern part of the Ozark Mountains, which I’ve been told are the oldest mountains in North America. Scenery looks a bit like eastern Ohio or some parts of West Virginia, albeit the trees tend to be more oak and pine. The roads are just as twisty-turny. These are fine Triumph roads!

We pulled in for gas about 60 miles east of Poplar Bluff and asked the lady at the station how much longer to Branson. “Well, you folks are going the slow way, all US160 is curvy roads all the way there – much faster on US60”. We just smiled! Back to the curvy roads!

As we were going through White Springs, Jeff’s TR6 decided to was too hot and vapor locked. While the rest of the crew took a breather in the shade we got Jeff’s car running again – felt good not to be the only car that had difficulties in the hot, relentless Missouri sun!



US160 – Typical Curvy Road Ahead From The Driver’s Seat

A couple of more hours to Branson. Roads kept curving, Bruce kept smiling, Bridgett kept asking when we would get there. Alice was complaining about listening to the same kid’s CD over and over, but at least Duncan was learning a few more tunes!



Typical Driver’s View Of Branson, Cars Ahead As Far As The Eye Can See, Speed About 0.5 MPH

Once we got near Branson I decided to take the caravan south of town and take US65 north then get off at MO 76. The other choice was to go through downtown, or a long loop south and west across Table Rock Lake Dam. Probably should have driven across the dam! Speaking of dams, we ran into a traffic jam heading up the ridge (the tourist side of Branson is on the top of a ridge west of town). It took us 15 minutes to get to a side road, then another 15 minutes to get down the side road. Dang! These folks don’t know what that right pedal is for!

After we had slogged our way through the horrendous traffic, we finally got on the west end of Green Mountain Road and the traffic disappeared. Wow, the last ½ mile was hassle free. We saw the Dutton Inn to the right and pulled in.



The Dutton (Was Boxcar Willie) Inn. Lotsa Parking, No Pool, Some TRs

Okay, The Dutton Inn - fairly new, very clean, three stories with good elevator, ample parking, wonderful rates, surrounded by sloping asphalt, no pool and nary a grass blade to be seen. No attached restaurant, small breakfast room, no place for me to whip out the mandolin for a bit of Bluegrass. Great place if you're a car nut, but not the best place for kids, and we wanted a dip in a pool after that drive! Rats, should have read the Inn's web site! We settled for a cool shower and went to the nearest family restaurant open – a Pizza Hut! Wow, gourmet food. After we got back I made a connection with quite a few Triumph folks hangin' in the parking lot (the parking lot was full of TRs as far as the eye could see, okay, for at least as long as their parking lot...) then hit the sack – I was tired!

Note about Branson – As far as I can tell, and this is not meant to make fun of my relatives from, or still living in, the hills, but Branson is kinda like the Las Vegas for the Hillbilly set (as JZ noted). No gambling, but the place is packed with set, dedicated shows of a lot of groups/folks I've never heard of. Many people love it, I don't. Probably just me. I think if you are a family living in Utah, and you can sing, you're here in Branson, what I call the Osmond Phenomena. I suppose they are good, but my bag isn't glitzy shows with a lot of flash, I like the simple shows where the musicians, and their talent, stands alone, and there are not many of those here as far as I can read in the paper. I thought I might be able to catch new talent (maybe even Bluegrass) at local clubs, but they are all set shown catering to the tourists with the same kind of music that did the *Murder Down On Music Row*. I digress – back to Branson.

As I wrote, all the hotels, shows, rides, restaurants, tourist traps, etc. are all on top of a ridge with a single three-lane road (MO 76) running through the middle. It is bumper-to-

bumper traffic most of the day. You have to avoid this with Triumphs, especially when the thermometer is approaching 100. The back way, Green Mountain Road, is busy on its east side, but fortunately we are on the west side where traffic is light. We would use that to our advantage over and over again.



View From The Dutton Room – Plenty Of TRs! Note Lack Of Traffic On Green Mountain Road In Background

I'd like to digress again and make sure I thank the folks from the Texas Triumph Register, Miami Valley Triumphs, TRA National Committee and others that set up the Meeting. They did a wonderful job. All events were good and ran well despite the hot weather, and they worked their butts off. I might moan a bit about the traffic and glitz, but I've got nothing but good things to say about the Meet!

Day Four: Why Aren't Vacations Restful?

Was up at 4 AM local time, my internal clock set for 5 Eastern! After I made coffee I wandered out and found others with the same problem, so we chatted about an hour and cleaned bugs off the cars. About then Alice got up and we decided to move the clan over to the Days Inn across the street after breakfast so we'd have a pool and grass to play in.



View Down The Slope At The Dutton In Of The EMR Line Up. I Think That's John Huddy's Butt!

Speaking of breakfast, we got the Clough Clan (okay, so technically speaking Clough is a Yorkshire name so I should say Duncan Clan...) up, changed, and in the car for the EMR (Early Morning Run), and we took the tops down!

Breakfast run was nice, and long – took an hour to get to the restaurant, but we weren't complaining –roads were wonderful. Breakfast itself was a buffet, and was too much! Burrpp!



EMR Destination Just North Of Kimberly City

After we got back we immediately moved the clan to the Days Inn, Room was smaller, but we were in the first building right across from the pool. Bonus!

As I was contemplating a dip in the pool I was reminded that I had to get to the TRA Membership Meeting which was being held in another hotel about a half a mile away! One of those National Officer duties, I suppose. I hoofed it over there with Bridgett in time to take a seat in front of everyone. The Meeting was pretty sedate, only issue was talking clubs into hosting national meetings like the one we were at in Branson. I acted as Secretary, took good notes, then lead the discussion about national meetings. Alice & Mr. D were there, so we had lunch and were headed to the pool when I remembered that I volunteered to be at the TRA Registration Desk in the afternoon.

Hoofed it back to the Dutton Inn and sat down with the folks at the registration table. As I threatened, I brought the mandolin and serenaded the crew with a few songs. I also traded stories with Leon and Joe, helped tag auction parts, and chatted with Charles Runyan who had his display in there. My shift was up at 4 PM, so back I went to the hotel room and helped Alice get Thing 1 and Thing 2 ready for dinnertime festivities...

...which were on the other side of Branson, so we had to drive that long road over the dam to avoid traffic. The location was Gary Fuqua's Sports Car Shop. Gary is a member of MVT and TTR, and has a nice facility which we put to good use. In one building he had the dinner set-up and was also the auction location. Outside they were

setting up the Lucas Olympics. Saturday it would be the autocross location. A little bit of everything for those attending!



Jeff Z. Tried To Entice Alice Into Getting The Author To Let Him Win Auctions. Didn't Work Dude!



Chow Line At Gary's Before The Auction

Dinner was Mexican, not much for the kids to eat, but we had thought about that and brought food along. Good thing, left more for us!

While Alice joined Stan, Norma, and Russ Seto to attempt the Lucas Olympics, I had my hands filled getting ready for the auction. Fortunately this year we didn't have 150 parts, just about 40. 40 parts, but they were all quality and all fetched a hefty bid. We got the auction over with under two hours, bills paid, and I still had my voice! I only ended up with a couple of items – a British driver's license and a set of front lenses for a 2500, which will fit the Stag. We headed back to the hotel and a late dinner at Wendy's for Thing 1 & 2. Quality food, for sure!

I got to bed late, as usual. Spent it looking at places to hold TRA Meet next year. As Meeting Coordinator I get the job of putting it together if nothing else comes up.



Thing 1 & Thing 2 In A Rare Moment Of Sibling Affection

Day Five: Direct To The Fire, Bypass Fry Pan

Saturday. Concourse Day. Jeff Z. asked me to help on the chassis crew. "Great", I thought. "easiest job in the Concourse". Little did I know!

The day started off easy enough. Although the Meeting Hotel was The Dutton Inn, the car show was at the Days Inn due to the greater parking lot area. Twist my arm, we're staying at the Days! I knew we would be busy judging, so I wanted to park the cars early, but nobody was there to direct traffic. I parked in the midst, but kinda out of the way so I could move the cars quickly. Alice told me to drink a lot of water, and they were off to do some touristy things while the car show was on.

The parking was a bit of duck-duck-goose, but the crew finally got it sorted out and both Concourse and Participant's choice cars were arrayed in their entire splendor. The rest of the chassis crew was there at 9 AM, so we launched...



Concourse Part of the Car Show. 6 cars signed up, but I Think 11 Ended Up Entering – You Can Almost See The Air Shimmering In The Heat

...right into the furnace! It was already well into the 80's by the time we started. Let me set this up for the readers - 80+ by 0900, not a cloud in the sky, no shade anywhere, and we're on pavement (at least it was concrete, not asphalt!). This was not going to be fun.



Looking The Other Direction Toward The Participant's Choice Car Show. Not Cooler In That Direction Either!

Well, at least the Judges had water provided.

Well, no, but we could buy it for \$1. We ended up buying a bottle then going to a room and refilling the water. I had a towel to lie on the concrete with, which helped. After we did a few cars we realized that this was taking longer than we thought due to the heat and going back to the Judges Room to do the calculating. We thought it would get easier after a few cars – we were wrong. It took us all of the three hours to get done, and along the way one of our crew overheated and had low blood sugar, so he had to drop out, and Jeff Z. wasn't feeling too well due to the heat. It didn't help that some of the cars had a lot wrong underneath and we had to document it. We ended up being the last crew done! Medic!

Explore Branson

- Country Music Boulevard
- Branson History, Culture & Inside Scoop
- Exclusive Military Vehicle Display
- Shepherd of the Hills Fish Hatchery
- Table Rock Dam
- Baird Mountain
- Lake Taneycomo
- Showboat Branson Belle
- Time-Saving Backroads
- Spectacular Scenic Views



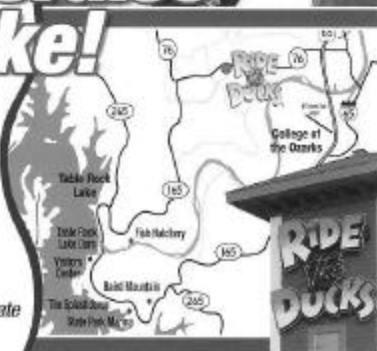
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The One Touristy Thing We Did While In Branson. I don't think my uncle's DUKW was quite this fancy, I'll have to ask!

Once I got back all I wanted to do was drink water and jump in the pool, which I did. Family played in the pool for nearly an hour when Alice suggested that we go ride the Ducks, which I agreed to – always wanted to ride a duck. We have to at least do something touristy while we're here!

Duck spelled DUKW. WWII Amphibious Vehicles that went slow in the water and just a bit faster on land. The ones these guys used were modified (original 6-cylinder replaced with a 427 and lengthened) for toting tourist types around. We got a captain whose corny jokes kept us groaning the entire trip. We crawled up the side of a mountain to look at other dilapidated WWII vehicles and got a very scenic view of the Branson area. The crash into the water was a good ride, and Bridgett got to pilot the boat. Once back we all got our quackers, made it out of the gift shop with our wallets, and headed to the Stone Hill Winery just around the corner on the way back to the hotel.

Stone Hill Winery's main operations is out of Herman, MO, a lot closer to St Louis than Branson. At Branson they maintain a small bottling and large sales operation. We toured a few rooms and then were led off to a wine tasting location. Tried about 15 wines, and actually likes a few! We bought some bottles – wow, more souvenirs!

Back to the hotel and quickly shower for the banquet, yell at the kids to get changed, and make sure we had the banquet tickets. The banquet was at the Inn of the Ozarks (The Jewel of Branson), which was a nice place. We got in before many people did since I wanted to get a decent place for the family, and look over the door prizes I was supposed to award.



Banquet Room, Full Of Happy Triumph People, And Two Kids With Their Duck Quackers – We Won't Say Whose!

One of the nice things is being in early we saw the person putting stickers on the chairs for who got the table decoration. Since part of it was a funnel that would work good with radiator fluid. I made a mental note to ask the person that sat in that chair if I could borrow the funnel for the trip home!



Typical TRA Banquet Bar Scene – Who’s That In The Light-colored Shirt?

Dinner was very good (I still am reminded of that miserly dinner we had in 1986 of undercooked chicken, a couple of green beans, and a piece of strawberry shortcake the size of a quarter!) and soon afterwards I launched into giving the door prizes away, helped by Vanna (Bridgett) . I suppose I was entertaining, but it seemed like the door prizes went forever (but they really were all good!)

Next came the non-car show awards. To nobody’s surprise, the CSSS team won the Lucas Olympics hands down. They each received a very nice gold medal and were just a class act. Prizes for the rallies and autocross (yes, we had one on Saturday while we were riding the Ducks), longest distance traveled in a Triumph , etc. Next came the Participant’s Choice Car Show Awards – took third in Open Class (not surprised – three cars in class, and the Vitesse and Morgan in the class were VERY nice cars. Inca (our TR7) took first place in the TR7 class. Next came more door prizes (not a door amongst them) and the Concourse Awards. Best of Show this year went to a very nice TR4.

What a long night. We came away with three awards, numerous door prizes (most of which we gave to Becky Hartley since they were free tickets to shows, and the Hartley’s were coming back), and two tired kids. We hoofed it back to the Days Inn, put the kids to bed and packed. Long day ahead Sunday...

Day Six: On The Road Again, Still Hot!

Five days down, five days of scorching heat, five days of wondering if Krakatoa under the hood was going to explode. Sunday morning was a bit cooler (maybe 2 degrees, big whoopee!) , but at least the right trend was there.



Branson No Traffic. True, I’m Not Lying – Really!

Sunday morning we were up earlier than ever before – we wanted to get going in the cool of the morning, so we were rolling by 0630. The drive going back would be on US 60 rather than US 160. Straighter roads, flatter terrain, 4-lane most of the way to Poplar Bluff. To get to 60 we went northeast on State Route 76 through some beautiful Ozark morning scenery.

I finally found out that I liked Branson at 0630 – no traffic! What took 30 minutes to drive on Thursday took 5 on Sunday! It felt really strange doing 35 MPH past places which took 10 minutes to pass just a day earlier.

Northeast of Branson Rt 76 is a very nice drive. Rolling elevations, no traffic, and good road. The sun was just making it’s way up and all seemed right with the world.



Pretty Ozark Countryside Heading East

But that didn’t last too long! Sunday was another long, hot drive. I pushed the Stag a bit too hard and had an eruption at a gas station as we closed on Poplar Bluff. After that (and buying two gallons of antifreeze) I backed off to 60 mph and ran the heater (The Stag has a VERY good heater in it!) and didn’t have any other problems for the day except for us drinking water like a fish and having to stack up the

empties in the back seat. We noted Forrest and Audrey were cozy in the air-conditioned Miata!

We crossed the Mississippi on I-57 and headed northeast into Illinois, got off the interstate, got some gas, got some Ice Cream, and took a fairly scenic route to Vincennes, Indiana. From Vincennes it's another 60 miles east to Spring Mill State Resort Park. We ran into the first rain of the trip, a few drops on the windshield as we followed the Wabash north, but it didn't even wash the bug splat off the glass!

Spring Mill Park a wonderful place. The web site pictures do not do it justice. I wish I'd have taken a few more pictures! It was hands-down the prettiest, and best park we had stayed at. Stone buildings nestled in a little valley in wooded, rolling hills. Nice rooms, wonderful gift shop (stock full of local artisan's handiwork), excellent recreational facilities, pioneer village museum, and cheap rooms. Their restaurant was even good. This place had it all going for it! It even has a parking garage! We had the buffet that night, then went off to the pool for an hour. Duncan even got in the water!

We headed off to sleep that night, and I actually dragged out the little portable computer I took along and started typing this article up. The bed was comfortable, and sleep came fast.



Pretty much this sums it up!

Rolled back to the house at 4PM, unpacked, unplied the papers, and cleared the 1500 messages (mostly Viagra spam) in our in box. Estimated we did almost 1600 miles on the trip. TR7 used a pint of oil and a cup of coolant. Stag used a quart of ATF fluid, pint of oil, and a couple of gallons of coolant left in gas station puddles from Ohio to Missouri. Gas cost , around \$200. Hotel bills, about \$320, Food & other stuff, about \$300. Not bad for a family of four for a week.

That night I started back into the Stag. Moral Of Story – never take a car you have only driven 20 miles on a 1600 jaunt!

Another Note – We did this via roads less traveled on purpose. I watched with interest other folks whose idea of a good time is to burn it as fast as possible on the interstate so they can park their car in a hot parking lot. Personally, I believe the trip is part of the adventure. Those diving fast on the sterile limited-access roads really miss the scenery and beauty of what they pass! I'm sorry we didn't have a few more days, since there were many interesting things we passed along the way. The journey is part of the meet. Okay, soap box mode off!

Bruce Clough

Editor's Note – Thanks Bruce for the full report!



Only time they are ever not picking on each other! But Even Then Duncan Was Trying To Shove Bridgett Off The Bed!

Day Seven: Home At Last!

Since we were in no hurry on this Monday, we slept in (wow, the first time since going on vacation - what's wrong with this picture?), ate a leisurely breakfast, and (as usual) took roads less traveled east. We headed on US 50 towards Cincinnati, but headed north up the east side of Brookville lake to Indiana Route 44 which becomes Oh 725 which took us directly back to Bellbrook, stopping at the Cracker Barrel in Sugarcreek for a very late lunch, Said our good-byes to Forrest and Audrey there and headed towards Spring Valley.

Events 2005 - Bill Blake

Date	Description
8/1	6:30p Buckeye Triumphs Monthly Business and Social Meeting Huddy and Blake to host at Ostrander Garage bring your own seating
8/6	Dayton, OH. - British Car Day 2005 August 6, 2005 9 am to 4 pm Eastwood MetroPark, Harshman Rd. Dayton, Ohio MetroParks. Advance registration is \$10, and includes a free BCD 2005 t-shirt if received before July 25, 2005. Day of show registration is \$10. Spectators are admitted free. call Skip Phone: 937-293-2819.
Saturday, August 6, 2005 9 am - 4 pm	 <p>Eastwood Metro Park Harshman Rd. Dayton, OH.</p> <p>Dash plaques to all entrants, popular vote car show, vendors and swap meet,</p> <p>Full Service Concession stand, Spectators admitted free.</p> <p>Registration: \$10 in advance includes free BCD T- Shirt if received before July 22, 2005.</p> <p>Day of Show; Registration \$10, T-Shirts \$12.</p> <p>Vendors; \$15 or Door Prize of Equal or Greater Value</p> <p>Registration 9am till Noon.</p> <p>http://www.miamivalleytriumphs.org</p>
8/12 to 8/14	Toaster Factory Summer Party 800/234-1104

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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>

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TR-7 & 8's: Ron Fowler 614-397-3685 tr8@att.net

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Large Wreath Logo – back

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Large Wreath Logo – back

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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: Nelson Riedel [mailto:nariedel@adelphia.net]
Sent: Tuesday, July 26, 2005 9:19 AM
Subject: Best Headline From 2004

THE YEAR'S BEST HEADLINES OF 2004:
Something Went Wrong in Jet Crash, Expert Says
[no, really]?

Police Begin Campaign to Run Down Jaywalkers
[now that's taking things a bit far]!

Panda Mating Fails; Veterinarian Takes Over
[what a guy]!

Miners Refuse to Work after Death
[no-good-for-nothin' lazy so-and-sos]!

Juvenile Court to Try Shooting Defendant
[see if that works any better than a fair trial]!

War Dims Hope for Peace
[I can see where it might have that effect]!

If Strike Isn't Settled Quickly, It May Last Awhile
[you think]?

Cold Wave Linked to Temperatures
[who would have thunk it]!

Enfield (London) Couple Slain; Police Suspect Homicide
[they may be on to something]!

Red Tape Holds Up New Bridges
[you mean there's something stronger than duct tape]?

Man Struck By Lightning Faces BatteryCharge
[he probably IS the battery charge]!

New Study of Obesity Looks for Larger Test Group
[weren't they fat enough]?

Astronaut Takes Blame for Gas in Spacecraft
[That's what he gets for eating those beans!]

Kids Make Nutritious Snacks
[Taste like chicken?]

Local High School Dropouts Cut in Half
[Chainsaw Massacre all over again!]

Hospitals are Sued by 7 Foot Doctors
[Boy, are they tall!]

And the winner is...

Typhoon Rips Through Cemetery; Hundreds Dead

Did I read that sign right?

In an office:
TOILET OUT OF ORDER..... PLEASE USE FLOOR BELOW

In a Laundromat:
AUTOMATIC WASHING MACHINES: PLEASE REMOVE ALL
YOUR CLOTHES WHEN THE LIGHT GOES OUT

In a London department store:
BARGAIN BASEMENT UPSTAIRS

In an office:
WOULD THE PERSON WHO TOOK THE STEP LADDER
YESTERDAY PLEASE BRING IT BACK OR FURTHER STEPS
WILL BE TAKEN

In an office:
AFTER TEA BREAK STAFF SHOULD EMPTY THE TEAPOT
AND STAND UPSIDE DOWN ON THE DRAINING BOARD

Outside a secondhand shop:
WE EXCHANGE ANYTHING - BICYCLES, WASHING
MACHINES, ETC. WHY NOT BRING YOUR WIFE ALONG
AND GET A WONDERFUL BARGAIN?

Notice in health food shop window:
CLOSED DUE TO ILLNESS

Spotted in a safari park:
ELEPHANTS PLEASE STAY IN YOUR CAR

Seen during a conference:
FOR ANYONE WHO HAS CHILDREN AND DOESN'T KNOW
IT, THERE IS A DAY CARE ON THE 1ST FLOOR

Notice in a farmer's field:
THE FARMER ALLOWS WALKERS TO CROSS THE FIELD
FOR FREE, BUT THE BULL CHARGES.

On a repair shop door:
WE CAN REPAIR ANYTHING. (PLEASE KNOCK HARD ON
THE DOOR - THE BELL DOESN'T WORK)

From: Nelson Riedel [mailto:nariedel@adelphia.net]
Sent: Friday, July 22, 2005 3:57 PM
Subject: Fw: Police Video

The following were taken off of actual police car videos
around the country.

"Relax, the handcuffs are tight because they're new ...
they'll stretch out after you wear them awhile."

"Take your hands off the car ... or I'll make your birth
certificate a worthless document."

"If you run ... you'll only go to jail tired."

"Can you run faster than 1,200 feet per second? In case
you didn't know, that is the average speed of a 9 mm bullet
fired from my gun."

"So you don't know how fast you were going... I guess that
means I can write anything I want on the ticket, huh?"

"Yes, Sir, you can talk to the shift supervisor, but I don't
think it will help. Oh.... did I mention that I am the shift
supervisor?"

"Warning! You want a warning? O.K., I'm warning you not
to do that again or I'll give you another ticket."

"The answer to this last question will determine whether
you are drunk or not... was Mickey Mouse a cat or a dog?"

"Fair? You want me to be fair? Listen, fair is a place where

you go to ride on rides, eat cotton candy, and step in monkey poop."

"Yeah, we have a quota... two more tickets and my wife gets a toaster oven."

"In God we trust, all others we run through NCIC."

"Just how big were those two beers?"

"No sir we don't have quotas anymore ... we used to have quotas but now we're allowed to write as many tickets as we want."

"I'm glad to hear the Chief of Police is a good personal friend of yours ... at least you know someone who can post your bail."

And the best one.

"You didn't think we gave pretty women tickets? You're right, we don't ... sign here."

From: SHughes [mailto:shughes@wideopenwest.com]
Sent: Monday, July 18, 2005 4:59 PM
Subject: its football time again.....

A Michigan family of football supporters head out one Saturday to do their Christmas shopping. While in the sports shop the son picks up an Ohio State jersey and says to his older sister, "I've decided to become a Buckeye fan and I would like this for Christmas".

His big sister is outraged by this and promptly whacks him round the head and says, "Go talk to mother".

Off goes the little lad with the Ohio State jersey in hand and finds his mother. "Mom?"

"Yes son?"

"I've decided I'm going to be a Buckeye fan and I would like this jersey for Christmas".

The mother is outraged at this, promptly whacks him around the head and says, "Go talk to your father!"

Off he goes with the Ohio State Jersey in hand and finds his father. "Dad?"

"Yes son?"

"I've decided I'm going to be an Ohio State fan and I would like this jersey for Christmas".

The father is outraged and promptly whacks his son around the head and says, "No son of mine is ever going to be seen in THAT!"

About half an hour later they're all back in the car and heading towards home. The father turns to his son and says "Son, I hope you've learned something today?"

The son says, "Yes, Dad, I have."

"Good son, what is it?"

The son replies, "I've only been a Buckeye fan for an hour and I already hate you Michigan bastards."

From: GaryN [mailto:Garylaptop@columbus.rr.com]

Sent: Wednesday, July 27, 2005 10:26 PM

Subject: Newsletter Input

WWJD....

Most people assume WWJD is for "What would Jesus do?" But the initials really stand for (grin) "what would Jesus drive?"

One theory is that Jesus would tool around in an old Plymouth because the Bible says "God drove Adam and Eve out of the Garden of Eden in a Fury."

But in Psalm 83, the Almighty clearly owns a Pontiac and a Geo. The passage urges the Lord to "pursue your enemies with your Tempest and terrify them with your Storm".

Perhaps God favors Dodge pickup trucks because Moses' followers are warned not to go up a mountain "until the Ram's horn sounds a long blast."

Some scholars insist that Jesus drove a Honda but didn't like to talk about it. As proof, they cite a verse in St. John's gospel where Christ tells the crowd, "For I did not speak of my own Accord..."

Meanwhile, Moses rode an old British motorcycle, as evidenced by a Bible passage declaring that "the roar of Moses' Triumph is heard in the hills."

Joshua drove a Triumph sports car with a hole in its muffler. "Joshua's Triumph was heard throughout the land."

And following the Master's lead, the Apostles carpooled in a Honda..."The Apostles were in one accord."

Classifieds

1962 Triumph TR4 with Overdrive

This car comes to us from my friend Todd Bermudez in Cincinnati. He and fellow enthusiast Greg Donegan found this TR4 - unfortunately for all involved we are already knee deep in other projects.

The car has been sitting for 31 years, the woman who owns it is recently widowed and wants to park a real car in the garage (according to Todd, they called the car "cricket" because of the color.



All the parts are there, the rockers are rusted out (what a surprise) - the owner is asking \$3,000 Call Mrs. Penny Sharp - 937-434-8933

From: Timothy Randolph: randolph5@sbcglobal.net
Sent: Tuesday, June 21, 2005 8:58 PM **Subject:** 1973 Triumph Spitfire 1500 For Sale

Hello. I have a 1973 Triumph Spitfire 1500 that I purchased about 4 years ago for the intention of restoring. I drove it into my garage, but haven't started it

since. I obtained a large pile of parts with it (including a transmission, carburetors, wheels, gas tank, and many boxes of miscellaneous items) and have purchased probably over \$1000 in other parts on Ebay.

I had good intentions of working on my project car, but now have decided to sell everything to get my garage space back.

Do any of you know of anyone who might be interested in purchasing the vehicle and all the parts for \$1800 firm price. I know there are well over \$3000 worth of parts to go with the car. The car really does have a lot of potential for a complete restoration, or could easily be roadworthy with not a whole lot of work. I just don't have the time to work on it that I thought I would.

If you or one of your Triumph contacts should be interested, I can be contacted at 740-756-9941.

Thanks,
 Tim Randolph
 Carroll, Ohio (Between Lancaster and Canal Winchester)

From: "slimak" <edslim@alltel.net>
Date: Tue, 28 Jun 2005 16:54:25 -0400
Subject: 1953 MG-TD

We have a beautiful TD for sale. It has only 25,000 miles on it. We would like to get \$16,900 for it, but would accept an offer. We were hoping with your contacts you might be able to forward this to an interested member of your club. Thank you for your time. Our address is Mary Kay and John Slimak 112 Jefferson St. Brookville, Pa 15825 Contact us through E-mail at edslim@alltel.net or 814-849-5004 with any questions or requests for more photos.

From Rod Yost:

I would like to offer my old '59 TR3A tub for sale. It's sitting in two pieces. No floorboard or sills. Bulkhead is in good shape. It has not been wrecked. I have a title. Hopefully some one would pay something for my storage. I'm open for suggestions.

Rod 740-366-6746 or rod.yost@advest.com

A couple of cars from Doug Braden:

1980 Triumph TR8 convertible silver with new blue carpet and interior, new top, new compomotive alloys with Michelin Pilots, header, K&N, exhaust, cooling mods, too much more to list. This is a solid western car that is a blast to drive. \$9750.00.

1974 1/2 Triumph TR6 non OD, new pimento red paint, black interior over \$20,000 invested by DPO, had some rust issues that have been corrected, in process of being finished. Around \$9500.00 when completed.

1969 Triumph GT6+ project. Two and a half cars, one

stripped, one wrecked in front, one very nice solid tub, two frames, two engines. This will yield more than enough to make one good car. Many new and NOS extras go with this deal. \$1800.00 as is.

Triumph chrome bumper clearance sale. Spitfire 1500 fronts and rears \$75.00 each; TR4-TR250 fronts and rears \$75.00 each; TR6 '69-'72 fronts and three piece rears \$125.00 each. All of these are good replatable cores, some are dented, some are pretty decent, none are rusted out.

Come out to the barn and pick for yourself.

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

