



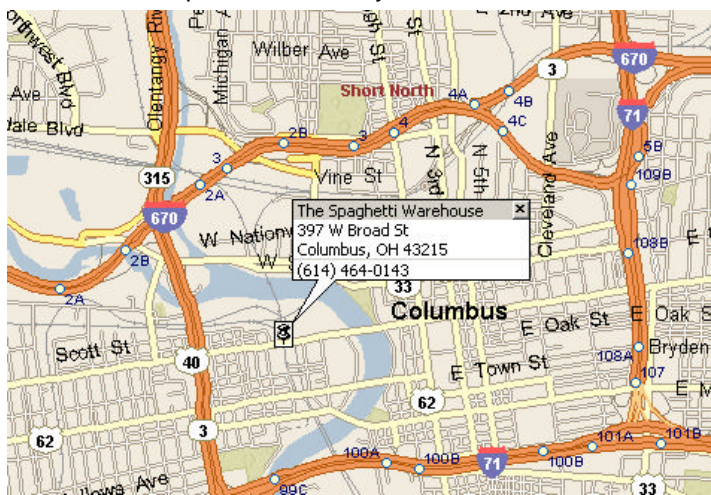
Buckeye Triumphs Newsletter

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

August BT Meeting at the Spaghetti Warehouse

The August business & social meeting will be held at the Spaghetti Warehouse, 397 W. Broad St., Monday, August 7th, arrive 6:30pm - 7ish. Joe Lynch



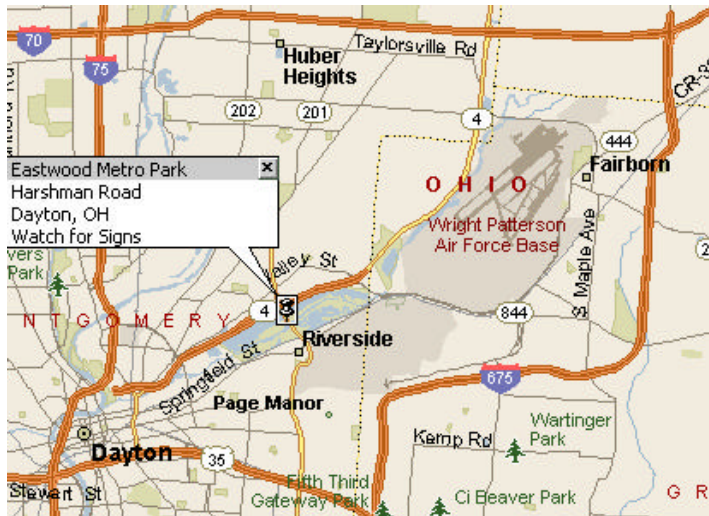
BCD 2006 - Saturday, August 5th Eastwood Metro Park, Dayton, OH.



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

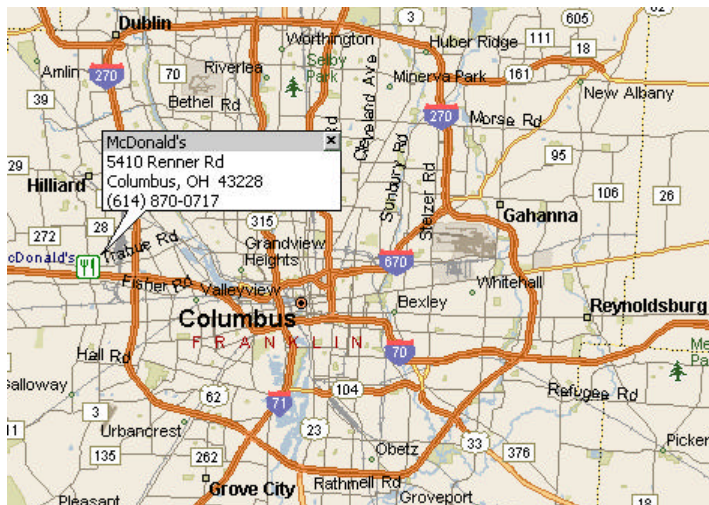


Registration 9am till Noon.

<http://www.miamivalleytriumphs.org>

This Year Featuring the North American Spitfire Squadron 2006 Spit-Together in honor of the 40th anniversary of the GT6 & the 6th anniversary of the NASS Spit Together.

We'll meet at the McDonalds on the North side of Rome Hilliard road around 8:00 AM if you wish to drive over together.



Editor's Corner

What can I say about July? Immke Show, Quaker Steak & Lube, Pittsburgh Grand Prix, Bev and Gary's Pool Party, Drive and Birthday Extravaganza, VTR Newsletter Award and the Amphicar "Splash in" at Lake St Mary's.

Oh, did I mention it was hot?

We have good contributions from you folks on these events. Rod Yost and Buck Henry attended the Pittsburgh Grand Prix. Ask them about the event on Monday, perhaps

Buck will add a few words in his article (since he is typing as we speak)

There is no doubt that Bill Blake should be the permanent Event's Coordinator. He attends more things automotive than you can imagine - and somehow is able to get young women to pose for him: (be sure to ask him about this)



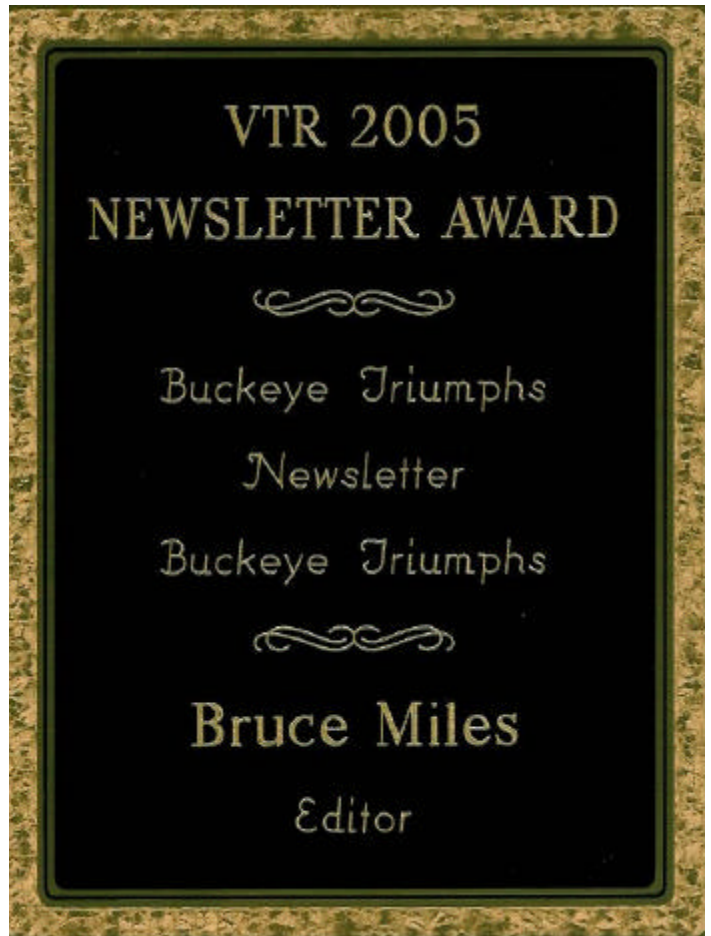
I had a wonderful time this year at Immke. The weather was absolutely PERFECT.



I think that this was the best one yet.

Too bad many of you had conflicts for Bev and Gary's Pool Party. The food was fabulous, the weather was off and on, the swimming was great. (We'll hold the cannonball contest video till the holiday party)

Last week I received a very nice email from Michael Cook, informing him that I had received:



Needless to say - I was very honored.

Thank you to my contributors. I couldn't do it without you folks.


Last Friday, I went to Celina with Kim, Bill Blake, John Huddy and Ryan to witness the Amphicar National "Splash In":



Bill and Huddy rode over in Bill's Mustang, Kim and I came over in the TR6, Ryan and his friend Theron came over in his 944 Turbo. Just imagine 35 Amphicars tooling around the lake (why? Because they can.....)

And..... Plenty to look forward to this month, too. I hope you can join us over in Dayton on Saturday, TRF Summer Party, Vintage Races at Mid Ohio. Plenty to talk about at Monday's meeting at the Spaghetti Warehouse

See you there.

Bruce  bmiles@intinfo.com or bmiles@buckeyetriumphs.org

President's Corner

Well, another month has come and gone since the last time I sat down and tried to put words to paper for the newsletter. Quite a bit has happened since then too. First was the Len Immke Arthritis Show in Dublin. Buckeye Triumphs were well represented on both Friday and Saturday and I think we may have even picked up a pledge or two to join the club from other Triumph owners who attended the show. There were a lot of beautiful cars to look at and the entertainment on both nights had the attendees "rock'n and roll'n". Overall, it looked like the show was a great success. Special mention should be made to Murry Mercier and Bill Blake who are on the Arthritis Show committee, and put in a lot of work making sure the show was a success.

On the following Monday night, July 10th was the second British Car Cruise In at the Quaker Stake and Lube. The weather was a lot better for this one than for the first and as a result, more LBC showed up. Again, our club was well attended and we sat out on the patio with folks we knew from other clubs around town.

Mary's high school class reunion was in Wheeling on the weekend of July 15 and 16 so on Sunday; I drove over to Pittsburgh to check out the Grand Prix. By the time I found my way to the park, the first of six races had been run. In the third race, a couple of nice TR-3s did a very respectable job of working their way up through the field. The race was won by what looked like a concourse MG-TF and the driver wasn't babying it one bit either. After this race, I decided to stroll up to where the car show was and see if there were any Triumphs on hand. Sure enough, there were a few and one of them looked familiar. When I read the entry card on the windshield, it said owner, Rod Yost. So I thought I would walk around and see if I would spot him. I stopped under a shade tree next to the track and wouldn't you know it but there he was with his daughter and son-in-law. We watched the last race together, which had again, a very nice TR-3, an early Spitfire and a beautiful GT-6. None of these drivers were doggen their cars. In fact, it looked like they were having a blast. Maybe next year, we can talk Rod into organizing a drive over to Pittsburgh for the Grand Prix.

The last two events on the July calendar were the Nettler Pool Party and the Amphicar Swim-In up in Celina. I couldn't attend either event, a friend of Mary's invited Mary and I to attend their daughters wedding on the 22nd and on the 28th, Honda hosted the annual "Goldwing Homecoming" at the Motorcycle Plant. Here I had the chance to take a 2-wheeled Honda (not a Goldwing) for a "quick" spin out into the countryside, which I couldn't pass up. Both of these events will be covered elsewhere in this newsletter.

Last Saturday, John Huddy and I worked on our cars at my place. We attempted to tune my TR and we changed the front brake rotors and calipers on John's car.

Unfortunately, no pictures were taken and so there is no proof that the work was actually done. I'll write a little note about it in the next newsletter.

Finally, to close out July, Bruce Miles was the recipient of a 2005 VTR newsletter of the year award as the editor of the Buckeye Triumphs Newsletter. Now they know what we have known all along, that he does a fantastic job. Congratulations Bruce.

August is going to be a busy month for a few members of our club. August 5 is the British Car Day of Dayton, which I am sure a few of us will attend. August 11th –13th is the TRF Summer Party and I already know 4 or 5 couples are going over for that. The following weekend is the Vintage Grand Prix at Mid-Ohio. Remember those parade laps around the track at lunchtime? Let's see if we can put together a good turnout for that. And finally on Sunday, August 27th is Eric Jones Summer Party. There's lots to do so get the Little Triumphs waxed up and get to it.

See you Monday Night at the Spaghetti Warehouse.

Cheers, Buck

BT Minutes

No meeting this month, so no minutes.

Respectfully submitted, Charma Huddy, Secretary

Local Sources:

No contributions for this month - keep em coming!

If you have had experience with a local company that has done work on your Triumph and you would like to tell other members about them send an e-mail to be included in the newsletter Bruce Miles. bmiles@intinfo.com

Rod Yost's Story

How to Restore a TR3 in 35 Years or Less

Editor's Note: Nothing from Rod this month - be sure to ask him about the Pittsburgh Grand Prix - we need to make this a bigger event next year.

Arthritis Show No. 24

Bill Blake

The Annual all day party known as the Len Immke AF Classic Car Show happened for the 24th time on July 8th with 35 paid British cars plus the Jaguars and an assortment of Delorean, Bently RR and Lotus units. Again under the capable leadership of Jeff Brashares planning is already going forward for the 25th Anniversary Event:



Best of show went to BT club member Pete Gallo who rented a trailer and brought his 1948 TR200:



Various other British cars of mention:



There were cars that are smaller than our LBCs:



The show had new aluminum ramps this year which were great!



When we get the totals on cars and the donation to Arthritis I will pass this on to everyone.

Lake Festival Amphicar Swim In 2006

By Bill Blake/Events

The Celina Lake Festival held in Celina, OH happened Friday night with John Huddy, Bruce, Ryan and Kim Miles and Eric Jones and Susan Logan in attendance. Eric once changed the plugs on an Amphicar. This wet and dry vehicle was produced in Germany with Triumph Herald engine to withstand the perils of boating in a car.



They launch right in front of the town and parade around in the lake with full police and coast guard escort. This is their national meet.



The car show is very nice and the festival has a Queen and Her Court for the weekend.



There was torrential rain, which flooded the Cruise-in and Festival, this happened twice on Friday night.

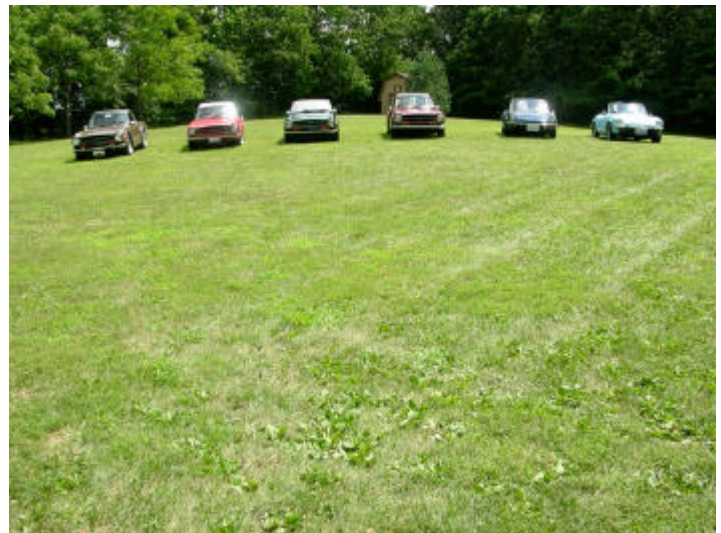


This is an amazing event in a small town on the edge of the largest man-made lake in Ohio.

Nettler Pole “Pool” Party

By Bill Blake/Events

The 2nd Annual Swim Party was held out past Thurston, OH with a group picture, cannonball competition, and great picnic food. Many thanks to Gary and Bev for hosting this fine party. Digital video was shot of the swim and diving competition for the Events 2006 DVD that will be available at Blockbuster in February. After the food and swimming the entire group including the former Triumph dealer Ernie assembled at the former dealership in Thurston. Ernie has a TR6 and two antique Oldsmobiles still in the garage!



Thurston Motors has Triumphs again!

Notes from Members

From: The Family Jefferson [mailto:pnhnt@insight.rr.com]
Sent: Monday, July 24, 2006 5:18 PM
Subject: Pool Party

Hi all,
Here are some of the images from this weekend. Just the cars. I did not take pictures inside the pool house.

R/
Howard

The Pool Party at Bev and Garys house. It had rained earlier in the day, and was looking like it was going to again when my wife (Pam) and I arrived.

I arrived late (school and other little not Triumph related issues). But here they are, six Triumphs lined up. Everyone had their tops or covers up because it was threatening to rain earlier. It did not even try to rain on my drive.

Pam and I got to meet more of the members and their wives.

I handed out some vinyl labels for the cars with the Buck Eye Triumphs Logo on it.

From: The Family Jefferson [mailto:pnhnt@insight.rr.com]
Sent: Monday, July 24, 2006 5:19 PM
To: bmiles@intinfo.com
Subject: At Ernie's Pre-Drive

Hi all, Here are some of the images from this weekend. Including my take on the images we took at Ernie's Dealership.

R/ Howard

Here we are at Ernie's old Dealership. Lined up to take a look a like picture to the one from 1971.



Triumph Is On Display At Harters, Inc. Thurston



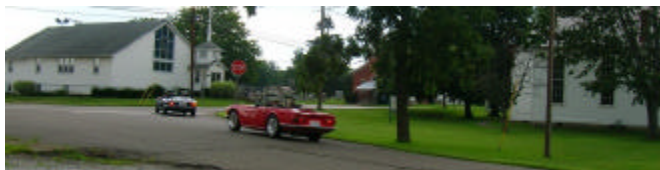
Triumph Is On Display At Harters, Inc. Thurston



1971 Triumph Is On Display At Harters, Inc. In Thurston



Once we all had the pictures taken, Bev & Gary took off in their spitfire and all the TR6's followed. I needed to drive home.



And in that last car, is Ernie. It was nice meetin you Ernie.



Here is the same aircraft in its earlier days.



From: Yost, Roderic (Newark, OH-ADV) [mailto:rod_yost@ml.com]
Sent: Wednesday, August 02, 2006 4:59 PM
Subject: Newsletter

Bruce,

Sorry to let you down this month.

I've not yet got the TR6 spindle back from the machine shop, but it's time to bug them about it. Have not done anything new to the TR3.

I just looked at the western Pennsylvania Triumph Association web page, hoping to borrow some of their story about the Pittsburgh vintage Grand Prix, but did not see anything but the winners of British Car Day. If your killing time, look at their web site. Pretty impressive. I will get something to you eventually.

Congratulations on your winning the newsletter award. Well deserved.

Not sure what Pat and I are going to do Saturday, but will let you know if we are going.

It's hot!

Rod

From: Mark [mailto:triumphlodge@comcast.net]
Sent: Wednesday, August 02, 2006 1:47 PM
To: b miles@buckeyetriumphs.org; 'Bruce Miles'; GSFuqua1@aol.com
Subject: When swearing won't work...

From: The Family Jefferson [mailto:pnhnt@insight.rr.com]
Sent: Monday, July 24, 2006 5:19 PM
Subject: Emailing: My Drive Home Folder.zip

Hi Bruce,

I am sending along 4 zip files. Most of the images are from this weekends pool party. Most of zip.files have TXT files included.

This one has just a couple pictures, I made a stop at the VFW on 256 on my way home.

On my drive home I stopped at the VFW to put my top up. That pesky rain tried to come out again.

Since I am retired Navy, I found it a bit odd and funny to find this P2V Neptune Anti-Submarine aircraft in the middle of Ohio. Must have patrol Buckeye Lake. I noticed that it is missing its rudder, and when I drove in, I also noticed that one of the rear windows is

All of us know that a good swear word usually helps when things get tough under the hood of our Triumphs..

But when even words that would make a dock-worker cringe don't help, there is another, more heavenly way...



- Sort of divine technical intervention if you will.
- Such titles include:
- Blessed part, Oh thou blessed part"
- How heavy the weight, my foot doth know".
- "You fell to the floor, so no need to hide".
- "Rust is like sin... it's everywhere, it's everywhere."
- "My carburetor is flood-ith with bounty".
- "Where there's smoke, there's sacrifice."
- "Temp me not, lest I use heaven's fire to break thy hold."

Mark Uhlig

From: michael cook [mailto:mlcooknj@msn.com]
Sent: Thursday, July 27, 2006 10:22 AM
To: bmiles@buckeyetriumphs.org
Subject: 2005 VTR Newsletter Award

Dear *Bruce*:

Congratulations on winning a 2005 Vintage Triumph Register Newsletter Award. Your publication was judged to be excellent in all aspects including content, quality of writing, layout and production and overall achievement as a news and information source for your club.

The 2005 award winners are:

- The Triumph Tribune, Triumph Register of Southern California. Alexa Hamilton
- The Spokes, Richmond Triumph Register, Rob & Tracey Pannell
- The Triumph Tribune, Triumph Club of the Carolinas, Jack McGahey
- Buckeye Triumphs Newsletter, Buckeye Triumphs, Bruce Miles
- Triumph News, Central Pennsylvania Triumph Club, Bob Krivenko
- Snic Braaapp, Illinois Sports Owners Association, Bob Streepy

Your award plaque will reach you in the mail. Keep up the good work and be sure to keep me on your mailing list. Remember, we need hard copies, not e-mail.

Best regards

Mike Cook -----

From: Jacqueline or Murry [mailto:trsixer@yahoo.com]
Sent: Monday, July 31, 2006 1:11 PM
Subject: Kudos to the other Bruce...

!!!! >>Congratulations to Bruce Miles on being the recipient of a 2005 VTR Newsletter of the Year award!!

Awards or words cannot express the gratitude we feel for his efforts... but it's nice to hear and to pass on. Send him a shower of email congratulations/comments at bmiles@intinfo.com ... he would appreciate photos and an article too!

Murry Mercier
 Buckeye TRIUMPHS

From: rmains1@columbus.rr.com
 [mailto:rmains1@columbus.rr.com]
Sent: Friday, July 28, 2006 3:45 AM
Subject: 2005 VTR Newsletter Award

Bruce

Congratulations.

Simply marvelous! We are spoiled by your continued Excellence and too often fail to Thank You. Glad to see the VTR world did recognize you.

Thank you for enabling Buckeye Triumphs as a club to shine in your spotlight publication.

Bob

From: The Family Jefferson [mailto:pnhnt@insight.rr.com]
Sent: Monday, July 24, 2006 5:18 PM
To: bmiles@intinfo.com
Cc: Braden.13@osu.edu
Subject:

Hi,

I paid a visit to Chip Lillymans Customs and Collisions over in Galloway.

Included is a couple pictures of a very nice TR6 with Doug Braden at the wheel. He took it for a spin. It has a Toyota transmission conversion kit installed instead of the normal Triumph Transmission. Doug should be able to provide more details.

R/

Howard



From: The Family Jefferson [mailto:pnhnt@insight.rr.com]
Sent: Thursday, June 15, 2006 10:49 AM
Subject: Introduction Story for Buckeye Triumphs.

Hello Bruce,

Joe Lynch asked me send in a SHORT introductory story about myself, and my Spitfire. I am not sure if it is short enough. If you need it in another format, please let me know.

I also have some pictures from the British Car days in Dublin if you would like them.

Thanks again for the card template.

R/

Howard Jefferson

Editor's Note: Here is Howard's Article, we'll call it:

The Family Jefferson

Joe Lynch asked me send in a SHORT introductory story about myself, and my Spitfire. Ok:

A long time ago in a place far... Oops, wrong story (it's those creative writing classes). Get some popcorn and sit back anyway.

My family arrived in the Pickerington last August after my wife, Pam, accepted a job with Limited Brands with one of their divisions. We have a 9-year-old son. Prior to that, we were in Virginia Beach, Virginia. I am getting a head of myself; the story really does not start there.

I joined the Navy in 1981 as an Aircraft Electrician and was assigned to an F-14 squadron at NAS Miramar (same place they made "Top Gun"). While I was there, I first saw my first Spitfire. My good friend, Bob, had bought one to drive around until he could drive his Jeep out from Missouri. He was a motor head, and loved cars, trucks, and motorcycles. For about 5 years, he "loaned" me the Spitfire to get around town. Like I said, Bob was, and is, a good friend.

In Southern California, a convertible was nearly a requirement. In the mid 80's a 79 Spitfire was not an old car, (just no longer made). She was paint a deep Bing cherry red, with gold pin striping down the length of her



body. Bob and I kept the car very clean and manicured. Buffed, polished, Oiled, pampered and cared for.

Driving topless (for a car) in San Diego was the norm, so she usually had hers down. There were a few occasions I swore some of the girls did it too, but it was the 80's. I don't remember every having a bad day with that car (except for the issue with the seat frame breaking). It did not matter if we were driving down I-15 to San Diego or over to Borrego Springs; Taking the fast curvy hills from Poway to Alpine and back; or just cruising down to Oceanside and watch the sunset over the Pacific Ocean. Speed was gage only by how my Navy haircut stood up, and time was relative to what I was doing, not a ticking wristwatch.

Eventually reality took hold and I had to get a vehicle of my own, not even in the same class as the Triumph. Bob got out of the Navy and went home to Missouri, and the little 79 Spitfire went with him. I ended up leaving Southern California and ended up for the rest of my Navy career home ported in Virginia. I sadly learned that the little 79 was sold to a college student who totaled it a while later.

I met my future wife on-line (Yes, it does happen) while she was working for the Navy Exchange (Wal-mart for the Navy). One thing led to another and we found our selves married with a leased dog and townhouse.

Ten years later (this November) we have managed to keep the dog, hatched a child (Taylor), and were adopted by a couple of cats. My last tour of duty was with an F-14 Squadron on board the USS Theodore Roosevelt. We left on a very overcast and sad Wednesday morning in mid September 2001. The only positive thing about that cruise was coming home. Ok, we did get to shoot NBC's Matt Lauer off the boat, but he came right back. I retired from the U.S. Navy with 21 years in June of 2002.

Since I had to give up my post-Navy job to move here, Pam gave me a few options:

1. I could go back to school and get my degree, and be a sort of stay at home dad (SAHD).
2. I could get a Job and work 40+ hours doing something.
3. Or, I could stay in Virginia, hunker down every time a hurricane came by and basically rot to death all alone.
4. OH! and not an option. No more, "Where the Hell is Pickerington Ohio" Jokes. Or you will do option 3.

Well, when she put it that way... I am entering my third term at DeVry University, studying computer information systems and web development. I am on the Deans list, and doing well in all my classes. At 44, I am not the oldest student on campus, but I am not that far from the top.

Shortly after getting here, I was also battling a personal bulge by taking walks around the neighborhood. It was during one of these excursions that I saw the car that would become my Spitfire. At the time, she belonged to a Nationwide Insurance director. He had gotten the Triumph from his father-in-law years before. It was a 1975 Spitfire 1500; originally a racing green, now a light blue (there is a

typical British name for the color, which eludes me right now). She has issues typical of a 31-year-old car; corrosion, failed or missing parts, and a few "what-were-they-thinking" components.

When I am not fighting my flubber, doing school or housework, I am creating something, usually on the computer; recently it has been paper models and photo manipulations. I love photography, and with the insurgence of digital cameras in the last several years I have been able to explore the hobby even more than when I got my first 35mm in high school. Oh, I have been doing a lot of Triumph research lately too.

In April I was on yet another walk, still battling the bulge (it is loosing ground) when I passed by his house I saw that the car was in the driveway with his wife next to it. I said hello to his wife and we talked for a few minutes. She told me that he was going to put it up on E-bay. Well, it never made it that far.

We closed the deal a weekend of the British Car Days in Dublin. It rained that Sunday, and since I had not had enough time to be re-acquainted with this Spitfire, so my son and I drove up in our SUV. I hope that I will have her ready for one of the next events. There are items that I hope to have repaired, replaced, or creatively hidden soon.

We meet Bev & Gary, who point out Mary & Buck, and Bruce miles. It was fun and very educational, at least for me. I am not sure what Taylor liked best, although the Ferret (the armored vehicle) was on his list. He thought the original Mini-coopers were just right for him. Taylor got a laugh out of one of the Lotus 7 owners when he called the pair there were their go-carts. I also have met several very nice vendors, including Ted Schumacher from TS imports in Pandora.

My son loves the car. He thinks it is so cool. He is almost big enough to drive it, or maybe it is the other way around. I took him to school several times in it, and he was just beaming with joy about it. So what if some one had driven a Hummer to school. Still, this same kid called a Lotus 7 a go-cart. Hmmm, Maybe a Mini-Cooper for him.



Model not shown at same scale.

1975 Triumph Spitfire 1500

Commission #: FM30285U

Color: Light Blue (originally racing green)

Owned since: May 06. I am at least the third owner the car. It allegedly was owned and operated in New England; however, It has California style emissions equipment.

Status: Runs, with over 128,000 (Speed-o-meter cable is broke, on the list.)

Description: It is need of some Corrosion control, repainting, and some much-needed TLC. I have a short list of urgent repairs and immediate tweaking.

Contact Information for me:

E-mail address: pnhnt@insight.rr.com

Phone number: (614) 861-4945

Location: Pickerington, Ohio, 43147



Hey, What's This – Something's Missing!

And tear into it I did. Everything including the front sub-frame cam off on to the floor. Doing that was not without problems due to age and corrosion. I didn't have to use dynamite, but I did have to use the air impact driver a few times. Inspection of the parts told me we have problems.

Problems, problems – We've got problems. Houston, we have problems!

- Every dog-gone thing is seized from old age and corrosion. I'm going to have to have darn-near everything pressed out be a shop – my 12 ton upright press cannot hack it. Several times parts flew off the press as I tried to pop them out. Fortunately, I have learned a few things over the years including putting padding around the press to catch things!
- Nuts at top of struts are rust covered with paint (when the car was repainted – can't anyone mask anything anymore?), doubt if I can get the struts apart without a struggle – that's okay since the strut rebuild kit from the UK is \$390 – each. The car drove fine (no bouncing) so I'm optimistic.
- Steering rack mal-adjusted – knew it was bad, but not how much. On the driver's side absolutely no threads were showing neat the tie rod end – the other side almost all the way out! Who put this together? It's also leaking badly – and that's tough to do since there's no power steering pump connected...
- Rubber is shot, gone, history. All need replaced. Did I mention the ball joints or tie rod ends? Ditto! No work had been done to this front end since it rolled off the assembly line.
- The intermediate shaft between the steering column and the steering rack was held on by just a few mm of contact. Had I known this I never would

Tales Of The Frankenstag!



No, Not The FrankenStag, But An Inspiration!

Crap, Working On The Car Again – And Fixing Things That Should Have Been Fixed Before

Ever since I got this car from Doug Braden I knew the front suspension was in need of a major rebuild. First hint was that the turning radius to one side was a lot more than the other. This was due to the tie rod ends being way out of whack to one side, but since the toe-in seemed great I was loath to play with it. Then there was those steel blocks used to lift the front end. Not quite stock. Decided to tear into it after TRA '06.

have driven it. Whomever put this back together did not have a good conscience! That's dangerous!

And the best part, I really got a good look at the "lift kit" the folks did to fit that engine. Just to jog memories – the 69 Road Runner hood scoop is due to the engine sitting up so high. The engine is sitting up so high since the deep oil pan will not clear the front cross member and the power steering rack. Rather than figure out how to move the engine down and back (which others have done when putting a small block Chevy in a Stag) it just sits on the front subframe. To do this the sway bar was lowered 2 inches and the front cross-member 1 inch by using a bunch of square tubes, U-bolts made by bending some threaded rods, and an odd assortment of bolts, some with washers, some not. Use of nyloc bolts, or bolts with lock washers, was not universal!



All That Suspension Stuff On The Workbench

Okay, now I took all that stuff and cleaned it up. Big tub of paint thinner followed by a pressure washing with Simple Green. That did it. Maybe not clean as a whistle, but good enough not to leave big globs of grease around.



Lift Kit Probably From Relatives Back In The Hills – Anyone want it?

Uh. Where to start? Good question.

First a web visit to Rimmer Brothers for about \$400 of parts (no, no strut parts). This includes a LHD steering rack from a Triumph 2000 sedan – ought to make a nice manual conversions. Next the pile of seized parts went off to the shop. Now to look at getting rid of the lift kit – maybe ebay?.

Second, made cuts in the oil pan to see what I had to take off in order for the suspension to fit without the Bubba Lift Kit. I had to take off part of the front to clear the anti-roll (sway) bar and a good sized chunk to clear the front cross-member – this was what that looked like partway through the process:



Oil Pan Modified To Clear Front Suspension w/o Lift Kit

And this was without the cuts required to clear the steering rack and modify the oil pick-up - I might have to go to a '95 Blazer pan and oil pick up – we'll see. I did head to NAPA and get a pickup that's a bit smaller and closer to the pump. It fit fine:



Engine With Its Pants Down – Trial fit of a new oil pick-up

Third – we’re going to take a chance that the struts are good enough for a couple of years. I had not noticed any problems, so why disturb sleeping gremlins? I’ll just clean them up. Paint the parts that need painting, and hope they last a couple of more years.

So, armed with a Visa card and some knowledge I parceled out the pieces to get fixed and waited for boxes from England.

One Step Forward, Three Steps Back

Mid-July things started coming back. The oil pan went off to Performance Clinic to get welded up. It came back all patched up and painted. Cost? \$150. Expensive, but if you figure into this new or used oil pans are unobtainium (I tried all the parts sources this side of the Mississippi and more - you’d think I’d be able to find a Blazer/S10 4WD oil pan somewhere – especially Dayton, but alas, no luck – what’s up with that?) it’s actually a deal.



Modified Pan Ready To Put Back On

As far as the suspension goes, well, I got all the parts cleaned up, sanded down, and painted. Thank you Mr. Eastwood for the chassis painting kit. They thanked me for the \$\$\$\$. Their paint is very expensive, but works very well. You get what you pay for. New ball joints pressed in and new rubber all around – but still no steering rack. Wonder where that is? Rimmers said it was on the way. I got the struts reinstalled and then came the good news. Rimmer Brothers informed me that the left-hand drive Triumph 2000 steering rack was unavailable, but they could rebuild my core. That does little good – rats! What to do?

I did the only thing I could do. Made a manual rack out of my power one, heck, it was there already...been driving the car since fall of 04 without a power steering pump connected (pump wasn’t operating when I got it, I just removed the pump and lines to clean up the engine compartment) . Going into it, all I have to do is clean it up and get rid of the non-functioning plumbing on the rack. I have everything I need. I have new boots (gaiters), I have three or four sticks of JB Weld, I have raw guts, I have Vise Grips in all sizes. I got going.



Look Ma, A Manual Rack – Don’t Try This At Home Kids!

Off came the lines, off came the control valves, off came the internal pistons and seals. Releasing the built-in threaded ring that holds one side of the rack together was a real hoot, but in the end it gave way to PB Blaster, heat, and a pipe wrench! In went the grease and JB Weld plugs. On went the new paint. Before long I had a manual rack –

sure, a bit heavier than a stock manual rack, but one just the same. Only problem is that the modified oil pan would clear a manual rack, but won't clear the power rack – this means I'm going to have to get the aluminum stock out and make shims. Ah, but this is a temporary measure hoping to find a 2000 sedan steering rack some day!

Assembly Time

Well, it's come 20 July & all the parts are either back from the shop or delivered by the brown truck guys. Time to put this all back together.

First surprise: the new oil pick-up was too far to the side for the oil pan to fit. Hmmm, what would Tim Allen do? Power – that's it, apply power. Out came the hacksaw and files. I cut an inch off the end of the tube where it goes in the oil pump, cut a slot to allow the tube to shrink a little bit when Mr. Copper Hammer came a calling on the pick up – pounded it in and applied my favorite – JB Weld to ensure the pickup wouldn't work its way out.

There is one good thing to having a GM engine in this car – you get to use a modern, stiffened, rubber oil pan gasket. It stays in place without and gasket compound and putting on the odd mix of metric and SAE bolts that hold the pan on was a snap. Just for kicks and grins I pulled the plugs and turned the engine over until I had oil pressure. Learn not to burn, or be burned...

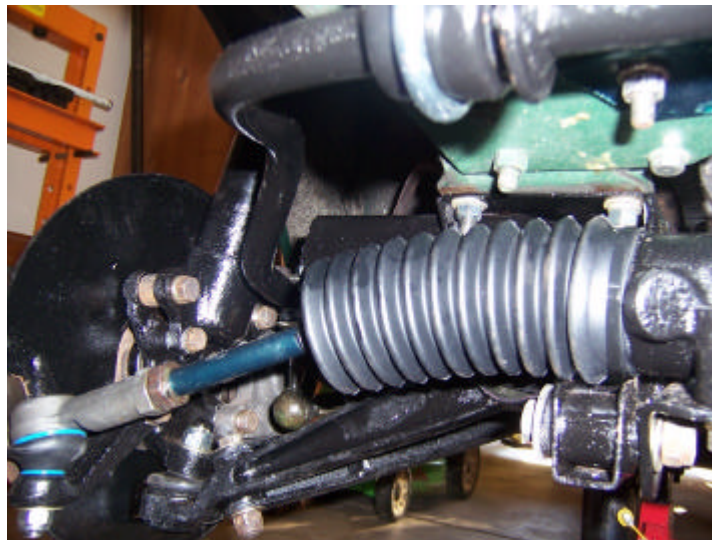
The subframe cross-member bolted right up. I was flabbergasted. No hammer needed. Surely this bodes ill. As I thought I had to shim the engine mounts for the rack to fit. Even without the fittings and power steering fluid lines I had to raise the engine 3/8 inch to clear the pan. I added shims on either side (top/bottom) of the engine mounts to make this distance up.



Close fit under the oil pan, almost too close!

Suspension pieces went back together easy as well. Nothing was fighting me much? Had the car given in? Putting the pieces together was time consuming, but nothing tough. I soaked the old, surface rusty bolts in Dr.

Pepper, and true to form the acid combo in the soda pop cleaned up the bolts after an 8-hour soak, wow, move over naval jelly!



Wow, looks much nicer and no grease or grime. How can you call it a Triumph?

Last item was to get the wheels on. I am trying an experiment. A wheel shop the folks at ProCare (on Dayton-Xenia where we take our non-LBCs) know is refinishing the front two wheels and they are not back at the time of writing, but better be for Dayton British Car Day!



Hey look! The Suspension's Back!



**Wow, the workbench is all clear – who let that happen!
 (Actually this lasted two days due to something I'll
 write about next month...)**

Oh, if you want that lift kit for your Stag, or Spit? Too late – I threw it way. Sorry about that...

Events 2006 - Bill Blake

August, 2006		
8/5	Sat	British Car Day Dayton, OH Eastwood Park British Car Day Ursuline College Cleveland
8/7	Mon	Business and Social Meeting
8/12	Sat	Summer Party???? PA
8/19	Sat	Vintage Grand Prix at Mid Ohio Saturday is British Car Shoot Out
8/20	Sun	Vintage Grand Prix at Mid Ohio Sunday is the main racing and concours car event
September, 2006		
9/4	Mon	Labor Day (Fed)
9/11	Mon	Business and Social Meeting
9/16	Sat	Ash Cave/Hocking Hills Motoring Event Car Hop Lunch @ Sonic!
9/17	Sun	NASA Racing at Mid Ohio
9/28 - 9/30	Thu thru Sat	6Pack Trials at Cuyahoga Falls, OH Northcoast Triumphs to host.
October, 2006		

10/2	Mon	Business and Social Meeting Greg and Ann Gillman to host Annual Garage Tour
10/9	Mon	Columbus Day (Fed)
10/14	Sat	BT Drive Hosted by Mary and Buck "High and Low and round in the Middle" Honda/Ohio Tour
10/29	Sun	End Daylight Saving Time
10/31	Tue	Halloween
November, 2006		
11/6	Mon	Business and Social Meeting
11/7	Tue	Election Day
11/10	Fri	Veterans Day (Fed)
11/11	Sat	Veterans Day
11/23	Thu	Thanksgiving (Fed)
December, 2006		
12/4	Mon	Business and Social Meeting Optional Event
12/25	Mon	Christmas (Fed)
12/31	Sun	New Year's Eve

Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00

BTC Logo - front

Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

BTC Logo - front

Large Wreath Logo – back

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

Patch Embroidered Logo \$12.00

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

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

Officers and the Fine Print

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

General email: buckeyetriumphs@BuckeyeTriumphs.org

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

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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

From: Margy Brockman [mailto:fldy4evr@atlantic.net]
Sent: Thursday, July 20, 2006 4:10 PM
Subject: Story About Getting Even

One December day we found an old straggly cat at our door.

She was a sorry sight. Starving, dirty, smelled terrible, skinny and hair all matted down. We felt sorry for her, put her in a carrier and took her to the vet. We didn't know what to call her, so we named her "Pussycat."

The vet decided to keep her for a day or so. He said he would let us know when we could come and get her. My husband (the complainer) said, "OK, but don't forget to wash her, she stinks." He reminded the vet that it was his WIFE (me) that wanted the dirty cat, not him.

My husband and my Vet don't see eye to eye. The vet calls my husband 'El-Cheap-O', and my husband calls the vet 'El-Charge-O'. They love to hate each other and constantly 'snipe' at one another, with my husband getting in the last word on this particular occasion. The next day my husband had an appointment with his doctor, who is located in the same building, next door to the vet. The MD's waiting room and office was full of people waiting to see the doctor.

A side door opened and the vet leaned in - he had obviously seen my husband arrive. He looked straight at my husband and in a loud voice said, "Your wife's pussy doesn't stink any more and it's finally clean and shaved, so she now smells like a rose. Oh, and, by the way, I think she's pregnant. God only knows who the father is!" Then he closed the door. Now THAT, my friends, is getting even!

Comedy Clips

From: James D. Franchello [mailto:james@intinfo.com]

Sent: Thursday, July 13, 2006 1:25 PM

Subject: The Surgeon & the Mechanic

A mechanic was removing a cylinder-head from the motor of a Harley motorcycle when he spotted a well-known cardiologist in his shop. The cardiologist was there waiting for the service manager to come take a look at his bike when the mechanic shouted across the garage " Hey Doc, want to take a look at this?"

The cardiologist, a bit surprised, walked over to where the mechanic was working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and asked, "So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in, and when I finish, it works just like new."

" So how come I make \$39,675 a year - a pretty small salary - and you get the really big bucks - \$1,695,759 - when you and I are doing basically the same work?"

The cardiologist paused, smiled and leaned over, then whispered to the mechanic...

"Try doing it with the engine running."

Classifieds

TR7 Help Needed

From: Witzky, Mike [mailto:witzky@bhg.org]

Sent: Monday, July 31, 2006 2:55 PM

Subject: My TR 7

I have a TR 7 and just had the head gaskets replaced. I am looking for someone who can help with the choke. Do you know anyone? Here are some pictures.





TR8 Parts Car

From: Bruce Clough [mailto:clough@erinet.com]
Sent: Sunday, July 30, 2006 1:16 PM
Subject: TR8 car parts coming available somewhat southwest of Columbus!

Please forward to BT folks to see if they need any parts before the doctor operates... Thanks! Bruce

Long story short. I bought the TR8 Dan Stinson gave to their son Tighe to restore. It is a parts car - floor is rotted out - really rotted out!. My plan is to save every critical part needed to convert a TR7 into a TR8, the rest is up for sale to cover the cost of my acquisition. Now, here's the catch - I'm going to be selling the car by system, so for instance I want to sell all the air conditioning parts as one system, all the emission control parts as another system, etc. Don't really want to onesy-twosey the parts since I want to get rid of it fast. Prices are negotiable. If nobody local wants the parts in a few days the parts will go up on ebay. Wheels are already spoken for, and the new top as well as the original carbs & manifold are already on ebay. The body tub (with doors, bumpers, trunk lid and a few odd this-and-that parts) will be free for the asking and comes with a Florida title - there are quite a few solid parts in the tub - you just have to cut them out!

Let me know if you want the body tub since I plan to have a "parting out week", probably the week of 7 Aug where I'm going to bring out the impact driver and Sawzall each night. The body tub will be reduced to much smaller pieces. Bring your own Sawzall to add to the fun!

Contact me at 937-238-4962 - Bruce

TR6 Hardtop from Sam Halkias

From: Halkias, Sam shalkias@firstam.com
Sent: Thursday, June 29, 2006 6:42 AM
 Bruce,

Can you put a classified in the newsletter for my hardtop?

For sale: TR6 Hardtop. Black imron paint. New headliner.

Excellent condition. \$1,000. Call Sam Halkias. Days 614-242-4218. Eve 740-548-6043.

Thanks. - Sam

Wanted:

From: Richard Shoults rbshoult@adelphia.net
Sent: Saturday, April 01, 2006 11:33 AM
Subject: help

Bruce, emailing you requesting help finding a used rear end "pumpkin" for 1975 TR 6. Eric Jones thinks that is where my clunking noise is coming from. Will gladly follow up on any leads you can offer.

Thanks for reading and hopefully sending me towards a solution.

Dick Shoults rbshoult@adelphia.net

Wanted:

TR6 rear tail lights in good condition at a reasonable price. (I need my differential rebuilt and Sam Halkias says that he will "work for tail lights", so I am trying to find a pair for his punted race car. I have been looking on the Internet, but I haven't found any as yet.)

If you have a pair of good tail lights that you can spare, please contact John Huddy at (614) 846-2321 (home), (614) 644-0433 (work) or jhuddy@columbus.rr.com.

PARTS...PARTS...PARTS -

1974 Triumph TR6 dark blue, black interior. No overdrive or hardtop. New clutch master, starter, tank sending unit, radiator and heater hoses. Rebuilt carbs and fuel pump, fresh tune up, coolant, and oil change. This car has an excellent frame but needs some body panels (included with car). Car runs but needs brake calipers rebuilt and new clutch to drive. I was going to restore this one but lack of time forces sale. \$4500.00 Doug Braden 614-878-6373.

TR3 MOTOR, TRANSMISSION & DRIVESHAFT

From: Timothy Macsay [mailto:mgbgt662002@yahoo.com]
Sent: Thursday, May 25, 2006 8:02 PM
Subject: TR3 MOTOR, TRANSMISSION & DRIVESHAFT

My Name is Tim Macsay and I am a member of the Hoosier MG's. I have run across a 1963/64 (not sure which) TR3 motor, transmission and Drive shaft. The motor came from a TR3 of which the rear of the vehicle was burned up. The person who obtained the vehicle used parts to restore another TR3 but did not need the motor, ect. The vehicle was running at the time of the fire, so I am told. There is no intake or exhaust manifolds. There are no Carbs. The distributor is present but does not have a cap. No starter or clutch slave cylinder visible. (actually, not being familiar with triumph motors I forgot to look) Everything else seems to be there. The motor has been outside and was last turned three months ago. The transmission has been inside a shed. I am told the motor

was last run in the other TR3 three years ago the put outside a year ago from today.

Question? Would you have any members that would be interested in purchasing this motor, transmisson and driveshaft? If need be I can get numbers off the motor and transmisson and take pictures and answer any questions you may have. The items are located in the Brownsburg, Indiana area.

Sorry to have bothered you but I hate to see any British car part without a good home. Especially a motor and transmission.

Let me know soonest as the motor is still sitting outside..... Thanks

I may also be contacted at tpmacsay@sbcglobal.net

Tim Macsay



Buckeye Triumphs
9023 Concord Rd.
Johnstown, Ohio 43031

