



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!

Dayton British Car Day - 2007 Saturday, August 4th



Eastwood Metro Park Harshman Rd. Dayton, OH.

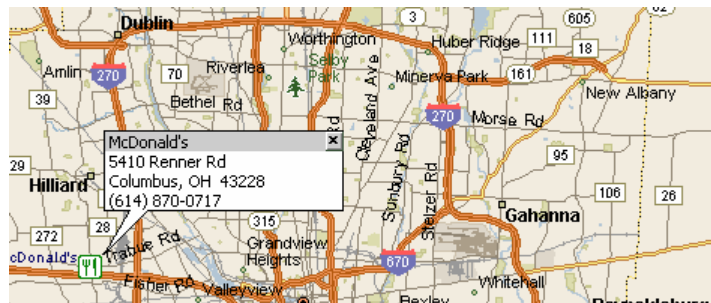
Dash plaques to all entrants, popular vote car show, vendors and swap meet, full service concession stand, Spectators admitted free. Day of Show; Registration \$10, T-Shirts \$12.



Registration 9am till Noon.
<http://www.miamivalleytriumphs.org>

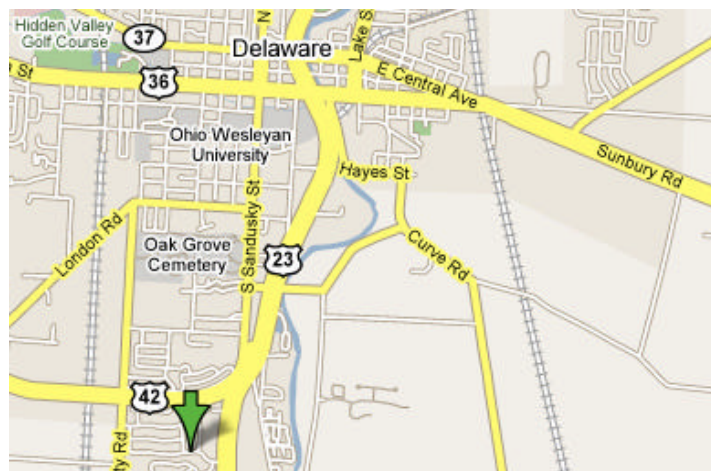
This Year Featuring the North American Spitfire Squadron 2006 Spit-Together in honor of the 40th anniversary of the GT6 & the 6th anniversary of the NASS Spit Together.

We'll meet at the McDonalds on the North side of Rome Hilliard road and plan to leave around 8:30 AM if you wish to drive over together.



Monthly BT Meeting at the Blake's

August 6th, BT Business & Social at the Blake's, 115 Cottswold Dr, Delaware...



bring a covered dish to share, desert if you would rather and drinks, we will have some beer and drinks to get you started. I will be grilling meat! - Bill Blake

1st Annual Joseph Lucas Night Rally Sat, August 11th 9:00 PM

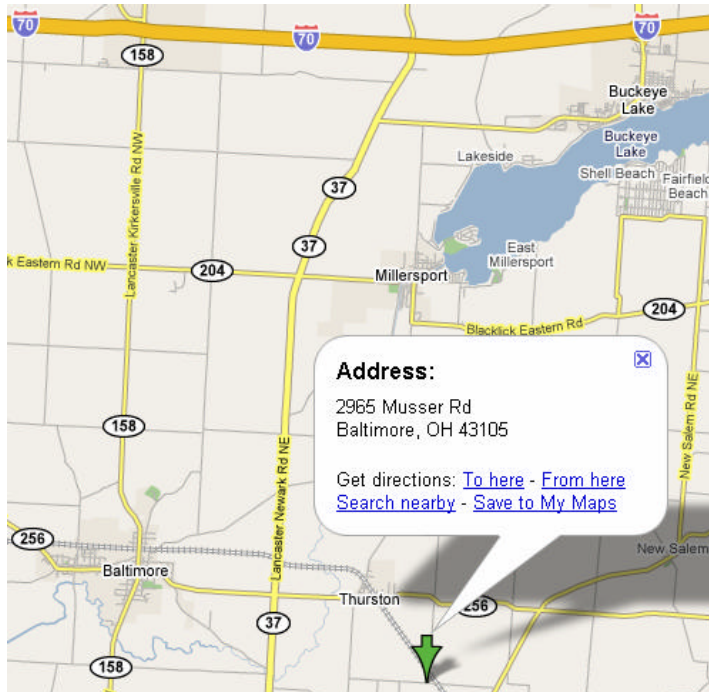
Join us for Buckeye Triumphs inaugural "Joseph Lucas Night Rally"! The drive will take place on Saturday August 11th at 9:00 p.m. We will meet at Buffalo Wild Wings 6595 Perimeter Dr.

The drive leaves Dublin at 9:00 p.m. so if you plan to eat first get there early. The drive winds through some great roads and should not take us longer than about 40 minutes and will end at Handels Homemade Ice Cream 5665 Feder Rd (Rome-Hilliard & 70 west), where we can enjoy some great Ice cream.

Directions will be provided at the start of the drive. Be a part of our club's very first night rally as I am sure it will become a yearly tradition. If you have any questions please e-mail Me at john70350@msn.com or Joe Lynch at jlynch1@columbus.rr.com Thanks, John Johnson

“Pool Party” at Bev and Gary’s Sunday, August 12th at Noon

We’re really looking forward to hosting this on August 12. Address is 2965 Musser Rd., Baltimore, 43015.



Phone: 740-468-2290

I usually 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 SR-204 (1st stop sign) and turn left. Take SR-204 to SR-37 and turn right (South). Continue on to SR-256, which will be the 1st stop light (Sunoco station on the right). Turn left on SR-256 and continue East 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 to our house which is on the right.

We’ll have the normal soft drinks and iced tea, but feel free to bring your own if you want anything special. Please bring a side dish and swimming suit. We’ll provide brats, hotdogs, buns, plates, etc.

Lunch will be somewhere between 12 and 1, the pool will be ready before and after that. The drive will follow when everyone is full and has dried off. I’ve mapped out a short through scenic Fairfield and Perry counties. We’ll go through Somerset and can stop there for ice cream.

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

Please RSVP by phone or email so we know how much food to prepare.

Thanks, Bev and Gary

BT Odyssey to South Bass Island Saturday, August 18th

Everyone is invited to Put In Bay for a mini car show on the island. BT members Bill Reinheimer and his wife Jennifer have a place on Put In Bay:

Saturday, August 18th is the date. Bill has talked to the Chamber of Commerce about displaying our cars in the Park downtown and they would encourage that. Ticket prices for the Miller Ferry are \$6.00 adult and \$14.00 per car one way.

We do have room on the our property for camping if people would like to do so. Restroom facilities are within a block from our house and there are good shower facilities downtown.

We’ll work out the details for the trip up early on Saturday at this month’s meeting at Bill and Kathy’s

www.millerferry.com for information on the ferry

Editor’s Corner

Lots of contributors this month, and this months newsletter is a whopper.

July was busy, Immke, Pittsburgh Grand Prix, TRf Summer Party, VTR Convention, Quaker Steak and Lube, Amphicar Splash-In - read on in the excellent articles from everyone.

My schedule had been fairly hectic - I have a 21 day training contract, so I won’t be around much during the week, but I hope to make all of the weekend events.

We have a new car at the Miles household:



No, we don’t have an airplane (Ryan’s friend Artie is studying to be a commercial pilot, and this is the plane that he will be logging hours in)

Ask Ryan about the details of the 911.

We sold Kim Riedel’s TR6 to club member Tim and Lee Swartz, look for it at the August Meeting

Also, be sure to talk to the Gillman’s about their 50th Anniversary party (for their 1957 **cars**) on September 2nd. Sounds like a great time.

My friend Todd Bermudez had an “Adventure” in July when a friend’s in-law knew someone with a TR6 that needed to be sold. I really wanted to go, but I just had too much work to do. The trip was to Dallas, TX, with a side trip to Memphis. See the picture on the next page.



I really wish I could have gone along. Good Picture Todd.

Be sure to go to Bill and Kathy's on the 6th for the Monthly Meeting, and let everyone know which events you can attend, they all sound great.

Hope to see you then.

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

President's Corner

Well, another month is behind us and a new month is upon us, time marches on. As I said last month, July was going to be a busy month, and it was. I had good intentions on attending most of the events listed on the Buckeye Triumphs calendar, but for one reason or another, I only made it to the Len Immke Arthritis Show. The show as a whole was amazing and I thought the British turn out was extraordinary, particular from Buckeye Triumphs. As a result, a number of the Buckeye Triumph faithful went home with nice trophies and I think we all had a very good time.

I had planned to go to the Pittsburgh GP but another commitment forced us to change our plans. I know that a few who were attending the TRF Summer Party drove over to Pittsburgh on Saturday and enjoyed the event. I also planned to go up to Celina for the Lake Festival but Mary and I took the week off and went to Chicago to celebrate our 25th wedding anniversary and we got back too late to make the trip.

The month of August looks to be just as busy as July. This Saturday is the Dayton British Car Show, which many in the club are planning to attend. I understand it is a very good show, so if you are thinking about going, join us. August 6th is the business meeting at Bill and Kathy's and new this year, on August 11th is the first Joseph Lucas Night Rally hosted by John and Kim Johnson. I'm sure it will be a lot of fun. Thanks to John and Kim for thinking up such an event and as is the case in almost every Buckeye Triumph driving event, ice cream is involved.

The following day, (August 12th) Gary and Bev Nettler are having their, what is now, annual driving event followed by

a Cannonball contest in their pool. Finally, on August 18th, Bill and Jennifer Reinheimer have invited Buckeye Triumphs to join them on Put-In-Bay. Please RSVP either Bill Reinheimer or Bill Blake if you plan to attend.

As I said, it's another busy month so keep those Triumphs polished and ready to go. See you on Monday, August 6th at Bill and Kathy's if not before,

Cheers, Buck

BT Minutes

No meeting - No Minutes

www.celinalakefestival.com

By Bill Blake/Events

Friday the 27th saw the Amphicars at the Grand Lake St. Marys in Celina, OH . This year's queen was Heather Waterman, she is the one waving wearing the crown. Our club was well represented with 3 cars in the cruise-in and the newsletter editor and his wife. No rain this year as the cars splashed in the Grand Lake:



Queen Heather:



Although made in Germany these cars/boats had Triumph engines of the Herald variety. Our friends Rolf and Sarah have upgraded their blue car to the larger displacement Spitfire engine:



The engine compartment has a radiator:



The event is just great fun to watch even as they pull out of the lake and dry off.



Check <http://web.mac.com/wrb99292/iWeb/Site/Library%20.html> for more pictures and info.

Transmission Woes Part Deux

By John Johnson

I am getting WAY too much practice at removing and replacing the transmission in my GT6. I have removed it 4 times and installed it 3 times on a car I bought 5 months ago, and that says it all. There have been so many various issues with the transmission and the overdrive I feel like pulling my hair out (too bad heredity beat me to it). I had to cut an access panel in the driveshaft tunnel portion of the floor just so I could reach the bolts on the rear flange because they are blocked from underneath the car by the frame crossmember.



You can see in the picture that there was no way to reach the bolts until the tunnel was cut. A lot of people have helped me with my trials and tribulations including Joe Lynch, Bruce Van Winkle and Eric Jones. I think poor Eric might throw a wrench at me if he even sees that transmission again. Eric is none too fond of Triumphs and even less so of the GT6. The other day I mentioned to Eric that I stopped by someone's house to look at a GT6 he was selling and Eric replied "It should tell you something that everybody's selling their GT6." Finding items for a Triumph overdrive is never the easiest thing, but parts for the A-type and the J-type are much more plentiful than the D-type. Since so many items needed to be sourced, that has consumed a good amount of my time. Most Triumph parts companies like Moss and The Roadster Factory don't recognize that the GT6 ever existed, unless it's a part that also fits the Spitfire. So Victoria British and SpitBits are about the only retailers that carry parts specifically for the GT6.



This picture shows how I've been spending most of my free time lately but once it's all done the overdrive will make the car infinitely more drivable. Well, next on my list is to fix the front springs on the car to get the front end down. The previous owner replaced the shocks and springs on the car, but the front springs look like they got them off a monster truck. You know how it is, you start out to fix a minor issue and it next thing you know you are dealing with a lot of different, not so minor problems. Since I bought the GT6 sight unseen from New Jersey I wanted to make sure it was roadworthy and safe, so the first thing on my list was to fix the leaky master cylinder. That seems like an easy task but I have a knack for making things more complex (Just ask my wife!). First I needed to paint the area under the master cylinder where the leaking fluid ate away the paint that involved buying primer, primer reducer, topcoat paint, topcoat reducer, hardener and thinner. That doesn't sound like a shopping list for a guy changing a master cylinder now does it? Once the painting was done, I thought that those 38 year old brake hoses should be replaced at the same time, makes sense doesn't it? Then I decided that to avoid this predicament in the future why not switch to silicone brake fluid while it's all apart? You see where I'm going here, the simple task of rebuilding the master cylinder became a much bigger job than you might think it should be. By the way I finally did get around to rebuilding the master cylinder.

Gasoline/Cars in Stuttgart, Germany

By Bill Blake

I am here to report that even with these fuel prices there is traffic, traffic jams (Stahl) and unlimited speeds are still being allowed on the Autobahn. Esso prices are in Euros per liter.



Converted to gallons and US dollars:

Diesel \$5.62

Regular \$6.56

Mid-grade \$6.66

Super \$6.94

Bio-diesel was available at most stations.

There are however extensive trains and buses.



Each town has a light rail station that seemed to be full of bicycles:



How this works in the rain, snow and ice makes one wonder? Bike trails are everywhere as are walkers and small motorized scooters are allowed on the trails. Really cool idea!

There is a reason the BMW produced Mini is in short supply in the US, they are all in Germany, half of which are convertibles.



The Mini is perfect for narrow streets then all out speeds on the A-bahn.

As much as we are familiar with Japanese makes Germany has their imports also including lots of Renault, Peugeot, Fiat, Citroen, Skoda, SEAT and some Toyota and Nissan. There a myriad of VW models unfamiliar to me such as Lupo, Caddy, a new Fox, Mexican Bugs and real small vans. Mercedes is betting on their Smart car i.e roller skates.



Safety a concern on the A-bahn? Maybe those Smart cars just bounce/roll when hit?

Ever see an MG-F, saw two, seemingly both in sad shape.



Fiat makes a two seater sports car that looks surprising like an updated Triumph, TR-8.5?



Dealerships can look to me like slightly enlarged 3 bay gas stations:



Repair shops seem to be "factory authorized" and fly a manufacturer's sign, saw a lot of this for VW. In the discount store (Real) the oil is sold in liters and looks kinda funky:



Prices shown are Euros, they cost at least \$1.25 each. They sell Bosch filters and wiper blades and lots of trinket stuff. We bought gasoline on base, regular was priced at \$2.95 gallon.



God bless the USA and cheaper fuel pricing!

Please feel free to open this web site for more pictures and data on cars in Germany: <http://tinyurl.com/YSXVGQ>

British Car Day, Cincinnati Style

By Jeff Zorn LBCCo

Saturday afternoon we drove down to just north of Cincinnati for the annual BCD in Fairfield, Ohio's Harbin Park. The weather was supposed to be warm and sunny, though you could have fooled us when we left Farmington as it was very cool.

Arriving in Fairfield it was beautiful weather and we got a good nights sleep. The morning was a little muggy and overcast when we arrived at 7AM for setup. The prediction was about 30% chance of rain, but the skies cleared, then got overcast, then cleared, then overcast and a few sprinkles. Cars started to roll in about 9AM for the main event and all looked good.

Every once in a while we would get a drizzle then it would stop and the skies would clear throughout the morning.

Over 240 cars and British Motorcycles (and there were a lot of those again this year) I think it was around 25-30 on the field a very good showing with lots of nice machines. The attendance was down about 50 LBC's this year, could be lots of reasons, maybe the nationals, the heat, economy?



With the off and on skies we had some tarps ready to roll should the skies open up on us. About 1PM we had a big downpour for about 15 minutes and could not get things covered up fast enough including our wireless credit card machine. What fun. After drying things out the rest of the afternoon we finally left the part about 8PM, what a long day it was.

The park is perfect and we do look forward again to next years event, the food was great and for charity. Burgers were only \$2 and dogs a buck. You can't beat that for decent eats and drinks.

There were a bunch of DeLorean's this year and a ton of Lotus cars of all types. And Aaron did not even get one shot of the Loti!



Awards started right on time about 3:30PM and wow some of the them were really cool in the shape of a vintage fuel pump. I think that was for first place in each class. There were lots of awards and even 6 of them in the motorcycle class. We moved up 2 notches this year to 3rd.

Arthritis Foundation Immke Show

By Bill Blake/Events

Murry and I would like to thank everyone who attended and participated in the 25th Immke Classic Show this year. We have not seen official results but I am sure they will be record breaking.



The 1962 Aston Martin DB-4 from Len Fiore and of course Pete Gallo's 1949 Triumph 2000 were spectacular. I was really impressed with the variety and quality of the TR6s from BT, I think we have some awesome colors, and now two maple browns! The duffle bag with the Griot's Garage goodies seemed very nice! I would like to thank Jim VanOrder for heading up the judging and everyone who helped judge; this is no small task! (Murry and I had to be taped for an infomercial for the AF show to use to sell sponsors for 2008). Thanks also to John Huddy for helping get the 1949 MGT and the big Healey started on Saturday afternoon. I think we picked up some new members and a good time was had by all.

Events far and wide.....

Bill Blake

I will be going to the Thursday day at Nelson Ledges with the V8 Brits.

August 2-4, 2007

Willoughby, OH. - British V8 Meet

The eleventh British V8 Meet is open to any British sports car with a transplanted or stock V8 engine. V6 transplants and anyone interested in British muscle cars is invited. The meet includes road track time, autocross, tech sessions, vendors, parking lot parties, auction and many other activities and events. Contact: Dan Masters. Phone: 865-982-9373. Email: danmas@aol.com. Website: www.britishv8.org.

August 4, 2007

Dayton, OH. - British Car Day 2007, Dayton, Oh (Visit LBCarCo and Say Hi to Jan and Jeff)

The 23rd edition of British Car Day in Dayton, Ohio will be held on Saturday, August 4, 2007. The 2006 event drew more than 375 cars and motorcycles. There will be 31 classes for British cars and motorcycles. British car enthusiasts will still be enjoying the tree-lined grass show field, over 100 door prizes, a huge vendor area, on site concession stand with fresh grilled food and a free t-shirt with advance registration. Entry fees remain at \$10 per car and dash plaques are guaranteed for the first 325 cars. Special awards for the Longest Drive, Ranger's Choice and Royal Air Force continue and The British Museum of Transportation in Dayton will present the Best of Show Award. Awards are based on participant balloting. The Southwestern Ohio Centre of the MG Car Club and the Miami Valley Triumphs in cooperation with Five Rivers Metro-Parks present the event. Advance registration is \$10, and includes a free BCD 2007 t-shirt if received before July 20, 2007. Day of show registration is \$10. Spectators are admitted free. For more information: General Info & Show: Skip Peterson, 937-293-2819 or bcd2007info@aol.com Registration: Stan Seto, 513-683-7974 or bcd2007info@aol.com Contact: Skip Peterson. Phone: 937-293-2819. Email: bcd2007info@aol.com.

September 9, 2007

Sterling Heights, MI. - Battle of the Brits (Visit LBCarCo and Say Hi to Jan and Jeff)

The Detroit Triumph Sports Car Club (DTSC), would like to extend a warm invitation to be part of their 25th annual Battle of the Brits (BOTB) British Car and Motorcycle Show, to be held this year on Sunday, September 9, 2007 at Freedom Hill Park in Sterling Heights, Michigan. Over the past 25 years, the BOTB has become one of the nation's premier British automotive and motorcycle events, unique for its combination of classic cars and bikes. Last year's event drew more than 375 British cars, 195 vintage motorcycles, and some 2,000 spectators also showed up to take it all in! Take advantage of the abundance of food and beverages for sale at the Park, or enjoy your own picnic lunch on the beautiful picnic grove lawn. Many show sponsors and vendors will also be on site and conveniently located on the field with cars, parts, accessories and

memorabilia for sale. Awards will be presented to the top 3 vehicles in 37 Judged Classes and Participants' Choice awards will be presented in 11 Classes. Special awards will also be given to the "President's Preference", Preservation Class entries, and "Best In Show". Each vehicle registration includes a dash plaque, Goody Bag, and door prize ticket. In addition, the very popular BOTB trademark of a free event T-shirt to those who register their cars prior to September 1, 2007, continues again this year. Due to the popularity of this event, early registration is strongly suggested and appreciated. This year marks a quarter of a century that the truly remarkable quality and variety of these machines has made "Battle" a "must attend" event for all enthusiasts of England's best two, three, and four-wheeled transportation! Whether you are the owner of a classic or new British car, a vendor, or a spectator and enthusiast, you are cordially invited to attend and help celebrate their Silver Anniversary. If you have any questions, need additional information, or wish to register on-line, please see the Detroit Triumph Sportscar Club website: www.detroittriumph.org. Or, contact Terry Walters the Event Chairperson via email at: botbchair@detroittriumph.org or his home phone: (734) 464-8149.

September 16, 2007

Erie, PA. - All British Car Gathering

The Scions of Britain (sometimes known as the SOB's), The British Motoring Group of Northwestern Pennsylvania proudly present the 15th annual All British Car Gathering, Sunday, September 16, 2007 at the Waterford Square, Waterford, Pennsylvania, 12:00 Noon to 4:00 PM. For more information contact Tom Lee (814-725-5992) or rthomaslee@aol.com. Contact: Tom Lee. Phone: 814-725-5992. Email: rthomaslee@aol.com.

October 6-7, 2007

Massillon, OH. - America's British Reliability Run

In it's fifth year, America's British Reliability Run is a challenging, but fun, driving event that so far has raised more than \$100,000 for worthy children's charities. This year, two separate 800-mile runs on the same weekend, October 6-7, 2007, will benefit two highly-rated charities. The Wisconsin run begins in Janesville and ends in Milwaukee and will help Milwaukee-based "The Center for Blind and Visually Impaired Children." At the conclusion of the Wisconsin run, teams will park their cars for an "It's OK to Touch Our Cars" car show for visually impaired children. The Ohio run, beginning and ending in Massillon, will benefit Columbus-based "Adventures for Wish Kids." Each two-person team pays their own expenses out-of-pocket and has a goal of raising \$500 for the charity. Up to 50 British cars of any marque or vintage may participate in each run. Even if you can't participate in the run, please consider supporting this effort by making a donation of any size. Because teams pay their own expenses out of pocket, 100% of your donation goes to the charity, please help support the run and it's partner charities! To register your car, donate, or read more about the run, visit the event web

site at <http://www.abrr.org>. Contact: Blake Discher. Phone: 313-259-4460. Email: bdischer@blakedischer.com.

Tales Of The FrankenStag

August 2007 - Bruce Clough



Ughh, Popped An Eyeball Out – Ouch!

“I’m back at the cooling again....”

As I reported in our TRA '07 report last month, the Stag cooling system I put together in response to the Branson Debacle wasn't quite up to the trip to TRA 07 and back again, I ended having to run the radiator fan while on the interstate, in addition I ran the heater and heater fan when I was going uphill on a hot day. Oh, the fan thermostat started not to work and I manually had to turn on and off the fan. Yes, better than Branson, but still not there, and uncomfortable for those riding with me. So, two years later I'm back into the system again.

From the symptoms – engine temp rising with speed, having to run the fan when ram air cooling should be good cooling, and having to run the heater - I'm coming to the conclusion I already know: the radiator frontal area and air flow through that, are not enough to do the job. After Branson I increased the depth of the radiator, but not the frontal area since the front structure of the Stag limits the size to about 21"x16". In comparison, the TR7 is 23"x17". Increasing the depth is only about 30% as good as increasing frontal area. In addition, the airflow into that radiator is blocked by the bumper/license plate/valence combo. I built a small spoiler, but that doesn't seem to be very effective at speed. So, I need to attack two problems - increased frontal area and better Air Flow. I decided to do this as part of a diabolical, radical plan.

Better Air Flow – To get a cleaner flow of air to the radiator.

One of the things I want to do is allow incoming ram air a straight access to the front of the radiator. That means I

need to get stuff out of the way, and I have lots of stuff that can get moved.

- **Relocated the license plate** – I took the plate and put it under the front bumper originally after I got back from Branson, but for some reason put it back on its chrome bumper mount. Why? Dunno. Maybe I thought the home-made front spoiler was good enough? Maybe I liked the looks, because that central plate on the big chrome mount does look attractive, if not expensive. Back it went under the bumper, with the idea that it comes off for shows. I think this will considerably clean the air flow up at speed. Looks to me that the plate will deflect air from the intakes that are essentially behind it. I'm not an expert in computational fluid dynamics, but I played one on TV...
- **Remove Inner Lights, Replace With Grill** – What? Yep, the outer lights are 60/45 H4 halogens anyway, no need for the inners that are just replicas of that – I had them pointed down to not blind folks anyway. Took the inner lights out, cut off the back of the headlight bucket, glued in a metal screen, and glued a couple of aluminum strips inside the headlight retaining ring. The picture tells the story – more air getting in while maintaining the styling cues.



New Grill With Extra Air Holes Where Inner Lights Used To Be. Looking More Like A Rod Everyday! Great TR6, errr, Stag Front Spoiler

- **Removed the radiator-mounted transmission cooler** – the one I bought back in '05 went on the radiator in front. This blocks some airflow into the radiator and also adds heart to the air before it gets to the radiator. But how do you cool the trannie fluid? Read on!
- **Put on an actual Stag Air Front Dam (Spoiler)** – I made the original one since I was too cheap to order one, but I think it's time to see if one designed for a Stag would fit...so...I pulled out my trusty Rimmer Brothers Catalog(ue) and ordered the "short" air dam (the full one was a racing style one that gives little ground clearance up front). About \$180 as the exchange rate goes plus postage. I rationalized it by

saying I stalled this purchase by my \$12 home-made one for two years. When the spoiler arrived, surprise – it was one made for a TR6 in the USA!!!! That was an expensive lesson to learn, good thing I usually bring lunches to work. As you would expect, it was close, but no bananas, fit. The spoiler fit fine in the middle where the air holes are, but to the sides it has a gap at the end, and the hole for the end bolt is right where the fender/front under valence junction is at. This is hidden by the front bumper. But still I'd say it was a miserable fit. Sigh.....

More Frontal Area – get a larger radiator surface to have the air flow through.

The biggest issue here is working around the car structure. The top is on top, of course, and at the bottom a brace piece is right up against the lower valance, so there is very little room to expand up or down. Left and right expansion is limited by the bumper supports as well as running into the back of the headlight buckets. Either way you go you have some significant body work to increase the frontal area. I've decided that I probably can mount an trannie cooler where the battery is since I can cut out a front bulkhead section easier on that side (other side has horns & stuff in front), so to do that I had to:

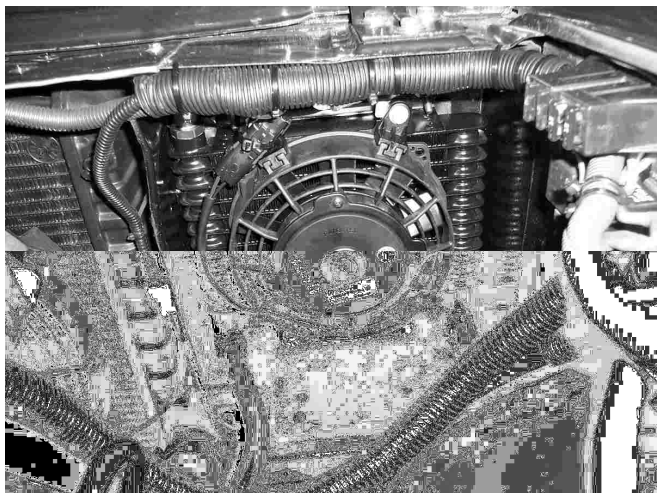
- **Relocated the battery** – Back to the trunk with you. Back? Yep, back. When I got the car from Doug Braden the battery was duct-taped to the trunk floor – no kidding! It's back there again, but this time correctly, using a correct mount and correct wire. I've put in an Optima gel-battery that is much less prone to corrosion and a big-honking cut-off switch. Of course this meant mucking with the carpet and floorboard.... It also meant another \$\$\$ out the door. If this works well I might do the same thing for the TR7.



Optima Gel-Cell Battery and Cut-Off Switch Mounted In Trunk Close TO The Location Of The Battery That Was In The Car When I Got It, Without The Duct Tape!

- **Put a Trannie Cooler Where The Battery Was** – Now that I had all that room in front of the engine, I got out my sawsall, cut a big hole, and put in a B&M Fan-

Driven Cooler. Expensive, but it fits the bill. It also allowed me the chance to leak tranny fluid all over the garage and driveway. I love cleaning messes. Oh, you would not believe the issues I had trying to find 5/16 line hardware – I actually ended up making my own with a little bit of filing and solder. I love propane torches!

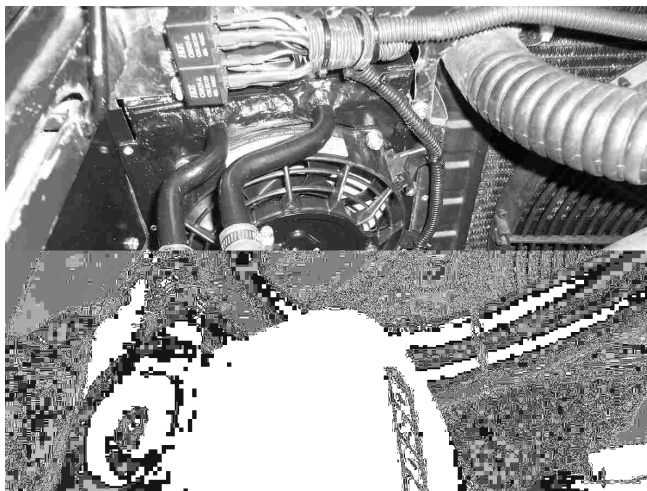


Trannie Cooler Where The Battery Used To Be

- Designed & Built An Aux Cooler** – The idea is to put as much frontal area as possible for a radiator. The left side front bulkhead has about 64 sq-in of space that can be used for a radiator, so the goal is to design a radiator that will go in there. They don't really make little radiators, so I'm going to have to make my own. I started with a Ford F-150 heater core, 7.5" square and a 7 inch electric fan to cool it. I don't want to put in an oil cooler since I don't want to run oil lines across the engine bay – I'd rather try to take the heat out of the water first – paranoid about oil leaks! The goal is to use the heater circuit, "T"-ing the heater flow to both the car's interior heater and also this aux cooler. I'm using a set of manual valves to switch between interior heat and increased radiator cooling. I'll probably stay with manual switches for now.

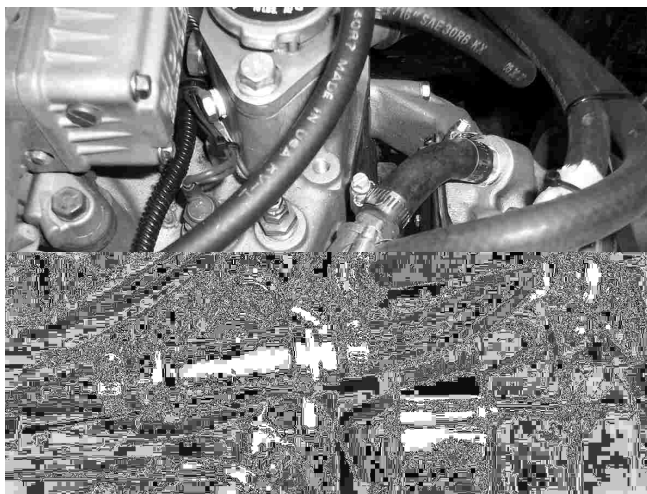


All the parts you need for an aux cooler, just add elbow grease!



Aux Cooler Together And In The Stag. The Front Bulkhead Is Now The "Wall Of Cooling"

I was going to have a separate sensor control the aux cooler, but for now I've just connected it to the same sensor that drives the radiator fan. I have a variable control that goes from 150F to 210F, but I don't think I'll have that in until this winter. The Aux Cooler, with a radiator size of 50 sq-in and a dedicated fan, should provide significant increase in cooling, if not add another quart or so of fluid to the system. It's also more neat stuff loaded in the engine bay to talk about at car shows.



Mess Of Extra Plumbing I Had To Install For The Aux Cooler – Thank Goodness Lowes Is Open Until 10PM!

Other things-

While I was at it I decided to fix some things that needed it:

- Put in an engine mounted fan switch** – Actually, this more correctly is put back in the switch. I replaced the variable unit, which in my opinion should not have failed after only two years, with a manifold mounted one. Fortunately, I saved the original switch, which checked out at 185F on, 170F off. Glad I don't throw some

things away. This meant that I had to modify the engine wiring harness, so that kept me busy for a while. The original reason I replaced it was that the switch isn't variable and that the fan was on for long periods of time after the engine was turned off. The disconnect switch in the trunk solves that problem!

- **Replaced thermostat** – Since the engine was running hot, it's always had a 160 thermostat in it. Since the cause of the engine running hot was insufficient radiator cooling capability, putting in a 160 thermostat won't do squat except make you feel good. I put in an 180F unit that goes with the original heat range degree thermostat like the engine would have had in it. No, I don't know what I was thinking, I've had several courses on thermodynamics and I should have known better.



In The Lab Of Evil Dr. Clough, Torturing Fan Switches - No, Alice Didn't See This One!

- **Reworked Front Bulkhead Wiring Harness** – I had to add wires for the trannie and auxiliary cooling fans, so I went ahead and rebuilt the harness and added an extra relay for the aux cooler fan, I also fixed some wiring irregularities with the old wiring while I was at it.
- **Moved Overflow Container** – since this was right where the aux cooler is going I moved it to the driver's inner fender. Now it's easier to get at anyway!
- **Tightened up trannie pan bolts** – yep, it started to leak a bit, so I tightened them up.
- **New Front Parking/Turn Signal Lights** – Since I had to pull these out anyway, it's time to get new ones. Although they looked good from the outside, the driver's side lights had frozen into their sockets and the passenger's side ones were actually in rear light mounts I modified to fit the old housing after the original sockets went bad (they cam bad when I traded for the car). The new ones were different from the originals, and actually from each other with different wiring plugs – I had to make some changes on the passenger side unit.

So, we'll see if this works. I think it will help a bit, but not enough. Biggest problem is that I'm dealing with a front end geometry designed for rejecting heat from a 3.0L engine producing 140hp and I have a 220hp 4.3L engine in it. I'm sure I'll be on to Phases II and III soon!

Phase II – This Fall

Several items I have ongoing right now. The plan was to do them after BCD, but I'm working them as time permits.

- **Install a finned trannie oil pan** – I got one, I just have to put it on. Difficulty is that I can't clear the right side exhaust pipe. Nothing that a few days effort with more pipe and a hammer won't fix – Just kidding, I'm going to have to redo the left side header. Anyway, this will drop the trannie oil temp a bit as well as look really cool, that is if you're being run over since that's the only way you'll see it.

Phase III – This Winter?

In the end I have to deal with getting the main radiator to reject more heat, this means...

- **Bigger, Aluminum radiator** – I think I can get another inch or two of width without having to bother the bumper mounts & I can rotate forward to get a bit more height. In other words, I can get a 15 – 20% increase in frontal area. Couple this with the increased efficiency of a modern aluminum radiator means that I can probably get that frontal area I need to drive at 70 mph all day long without running the heater. But, to do this I have to cut in the front bulkhead significantly. Not as much as parting out the TR8 last year, but still a lot of Sawsall time. I see Ellis smiling now... I'm also going to have to build a lot of custom shrouding – more aluminum sheets and pop rivets!
- **Bigger fan w/shroud** – I will go from the single 16" high CFM fan to either a dual 11" fan set-up or maybe a single 16" higher CFM fan with a shroud. What I do will be determined by the clearance I have between the fan back and the crank pulley, which I can't predict at this point. I think going with a thinner aluminum radiator I'll be able to use a shroud. We'll see.
- **Added air ports** – I might make a couple of more air ports behind the bumper to ease air access – other have had to do this also, we'll see what the current configuration gives – hat to modify the external sheet metal – I can always put back in blanking plates for what I've done so far.
- **Other** – since I'll have the front of the engine accessible I'll probably replace the timing cover, chain, and harmonic damper while I'm at it – maybe even make the timing marks more assessable? If I do this do I go for an electric water pump? Speaking of electrics, I'm going to re-do the dash wiring harnesses also – what a rat's nest, and I think I did that!

In Summary

I spent a lot of elbow grease and money to try to reject heat from an engine too big for the car it's in. I've also come to grips that this car is not a normal car. It's a rod – not a Stag, but a FrankenStag, and it won't be normal. But, then again, neither am I! It's ready for Dayton BCD and to sweep it's class – yeah, right!

The TR7 still runs at ¼ to ½ on the temp gauge even on very hot days – my hero....

Notes from Members

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

Subject: 2007 TRF Summer Party

Here are some photos from the recent Summer Party...

Buckeye TRIUMPHS established the traditional camp site on Thursday afternoon...well away from the two vendor tables.



"Proud papa" John Swauger showed off his new puppy on Friday evening.



Mark Uhlig says he needs a new hair dresser. This photo captures the mood and time we had with Mark and others during a lunch trip to Ligenear.



It was really nice to see the Coventry Inn open for business... Thursday evening there was a long wait for tables... service was good and the Saturday evening Pig Roast buffet was excellent....overflow tables were assembled up and down the street on the sidewalk.



We limped home early Sunday with Huddy's starting and engine missing problem and I have a large "goose-egg" on a right-rear tire... never fear we still made the traditional stop at Tom's Ice Cream Bowl.

The Huddys & Merciers

From: Jacqueline or Murry [mailto:trsixer@yahoo.com]
Subject: Passing of Clayton Knepley, Gayle VanOrder's Father

TRIUMPH Friends,

As you may know, Gayle Vanorder's father passed away suddenly last Thursday. Many of you knew and enjoyed Clayton from gatherings at Jim and Gayle's over the years.

Attached is an obituary which outlines his very active and productive life. He will be sorely missed.

Our sympathies are extended to Gayle, Jim and all the family.

Family and friends are invited to gather to celebrate Clayton's life at a reception in his honor at his granddaughter Amy and Paul Grandinetti's home, 7036 Maynard Place, New Albany, on Sunday, August 5, 2007, at 2:00 p.m. In lieu of flowers, it was Clayton's request that memorials be made to Hope Evangelical Lutheran Church, c/o Pastor Bob Riggs, 15370 Meredith State Road, Box 255, Sunbury, Ohio, 43074.

Murry Mercier, for Buckeye TRIUMPHS

Jim and Gayle's Address is

9023 Concord Rd.
Johnstown, OH 43031

From: Randall Prunty [mailto:rprunty@columbus.rr.com]
Subject: Concept Drawing for Triumph

This appeared in the "MC2" magazine March April 2007 issue. Won't think many in Triumph commute would have seen it. It is no more that styling studio work at this point.



From: Schilling, John [mailto:jschilling@dgcolumnbus.com]
Subject: Thank you

Bruce,

Please include this note of thanks in the next newsletter.....

"I would like to offer my sincere thanks to John Johnson, Jim Vanorder, Murry Mercier, Al Burtis, and Howard Jefferson for helping with my 'tech session' on July 21. With their expert knowledge and lots of elbow grease, my TR6 is sitting straight and true on a new set of coil springs and shocks. Thanks also to Bill Blake and John Huddy for loaning their spring compression tools. You guys are the best!" - John Schilling

From: Mark [mailto:triumphlodge@comcast.net]
Subject: VTR 2011?

Here plans are taking shape.

Kind of a small, sh*t-hole-of-a town, but who knows....some folks will try anything once, eh?



From: John Johnson [mailto:john70350@msn.com]
Subject: FW: [6pack] Triumphest 2007 Room Rate Error
Hey Buckeye Triumphs, Maybe should Go to Vegas for this, You could stay for a week for the price of one night in Hershey. John

Date: Wed, 1 Aug 2007 22:53:46 -0700
From: marty.tr6@gmail.com
To: Triumphs@autox.team.net; 6pack@autox.team.net
Subject: [6pack] Triumphest 2007 Room Rate Error

We've heard some people have been misquoted room rates for Triumphest 2007 in Laughlin Oct 11 - 14. If you were quoted a higher rate please call River Palms and they will correct the rate. Please see their email below. If you haven't reserved a room yet, times is getting short!

"The DCTRA07 - Triumphest 2007 rates are the rates that you mention. \$33.95 Weekday and \$63.95 weekend and this is the agreed upon rate. The \$39.95 / \$73.95 are for others. To obtain the Triumph group rate callers need to

indicate the group code/group name. It is of course possible that a reservationists made an error. If you know who called we can check and fix this at once, of course. To verify the Triumph members should pay the \$33.95/\$63.95."

From: Mark [mailto:triumphlodge@comcast.net]
Subject: When Murry was a bachelor living in Jersey....



From: Ann Gillman [mailto:agillman@aol.com]
Importance: High

Bruce-- PLEASE don't publish without our upcoming 50th anniversary of 1957 cars party info--I'll be emailing it later tonight.

Thanks! *Editor's Note, Ann, isn't this the Golden Anniversary? Use this:* <http://tinyurl.com/2rj697>

We request the honour of your presence to help us celebrate the 50th Anniversary of our 1957 Classic Cars!

Sunday, September 2, 2007
From 4:00PM

Gillman Residence
5273 Springfield Drive
Westerville, OH 43081
614.891.3733

RSVP

Attendance by Classic Cars Encouraged
50's Dress Desirable but not Required
Please Feel Free to BYOB

Original Artwork by Kirk Gillman

From: Bruce Miles [mailto:bmiles@intinfo.com]
Sent: Sunday, July 08, 2007 9:58 PM
To: 'John Huddy'
Subject: What do you think.....

See any similarities?



From: clhuddy@aep.com
[mailto:clhuddy@aep.com]
Sent: Wednesday, August 01, 2007 11:08 AM
To: bmiles@intinfo.com
Subject: For BT Newsletter

Hi, Bruce. If it's too late, no problem, but here's something for the newsletter regarding women's polo shirts. No minutes to send this month.

For the Ladies of Buckeye Triumphs – A couple of us have purchased women's Triumph polo shirts from Kim Chevalier and like them very much. If you are interested in ordering a shirt, here is some information from Kim:

All of the polo shirts can be seen on my website www.logoranger.com and the colors for ladies are as follows (each shirt has a small pinstripe in the collar and around the sleeve)

White, Sand, Navy, Black, Pale Yellow, Forest, Denim, Crimson, Powder Blue or Powder Pink.

Sizes available are S-XXL

Price with the logo is \$20.48 US plus shipping about \$8.00 CDN. Style # 75009

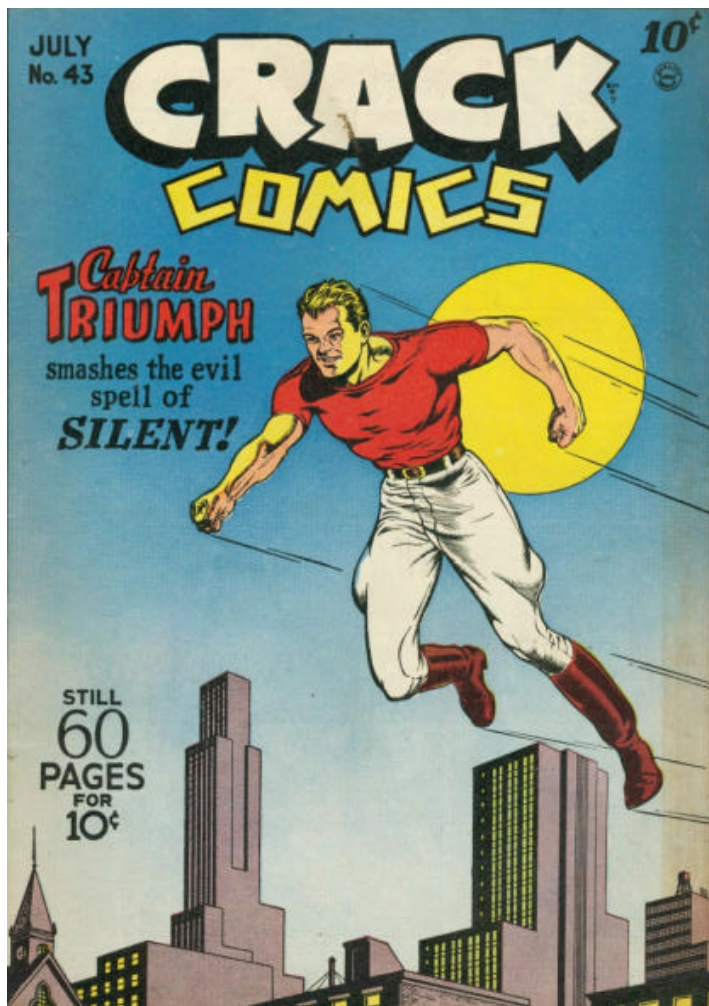
If you'd like to place your order over the phone... I'll be happy to help you. 1.888.250.4917

For logos available, give her a call. Her shirts are very nice quality.

Charma

From: Mark [mailto:triumphlodge@comcast.net]
Subject: Great Summer Reading.

Spiderman is for sissies



From: John [mailto:johnjohnson@columbus.rr.com]
Subject: Group Rooms Agreement for Six Pack

Hi Guys, the other night at Quaker Steak I mentioned that Kim was checking into reduced room rates for Six-Pack. the Hampton Inn was willing to do a \$109 room rate per night, which saves us \$150 for a 3 night stay over the Host hotel. Kim MapQuested the Hamton Inn and it is 3.5 miles from the host hotel. so It's not too far from the action. I sent this to Huddy and Murry also. Lets see if we want to do this and we can book it, if you need more info, let me know. John

Events 2007 - Bill Blake

August, 2007		
8/6	Mon	Monthly Business and Social Meeting
September, 2007		
9/3	Mon	Labor Day (Fed)
9/10	Mon	Monthly Business and Social Meeting
October, 2007		

10/8	Mon	Columbus Day (Fed)
10/15	Mon	Monthly Business and Social Meeting
10/31	Wed	Halloween
November, 2007		
11/4	Sun	End Daylight Saving Time
11/5	Mon	Monthly Business and Social Meeting
11/6	Tue	Election Day
11/11	Sun	Veterans Day
11/12	Mon	Veterans Day (Fed)
11/22	Thu	Thanksgiving (Fed)
December, 2007		
12/25	Tue	Christmas (Fed)

Officers and the Fine Print

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

Club address: Buckeye Triumphs, 9023 Concord Rd, Johnstown, Ohio 43031 **Annual Dues: \$20.00**

General email: buckeyetriumphs@BuckeyeTriumphs.org

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

Our current crop of Buckeye Triumphs Officers include:

President: Buck Henry 614-733-0563 mhenry1453@aol.com	Vice President: Joe Lynch 614-444-1519 jlynch1@columbus.rr.com
Treasurer: Jim VanOrder (740) 967-2110 vanorderj@earthlink.net	Events: Bill Blake (614) 403-1074 billblake@thekayesco.com
Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org	Secretary: Charma Huddy 614-846-2321 jhuddy@columbus.rr.com
Webmaster: Ann Gillman 614-891-3733 AGillman@aol.com	
Technical Consultants: TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or John Huddy 614-846-2321 email: jhuddy@columbus.rr.com TR-4's: Bruce Clough 937-376-9946 clough@erinet.com TR250, TR-6: Robert Mains 614-890-7767 rmains1@columbus.rr.com or Jim VanOrder 740-967-2110 jvanorde@columbus.rr.com Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu , TR-7 & 8's: Ron Fowler 614-397-3685 tr8@att.net Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member	

Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00

BTC Logo - front

Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

BTC Logo - front

Large Wreath Logo – back

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

Patch Embroidered Logo \$12.00

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

Halkias Video on Valve Adjustment for 6-cyl TR's - \$10.00

Send or bring your articles to Bob Mains. Turn-around is usually about 2-4 weeks. (Names or lettering can be added for additional costs).

Comedy Clips

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

Subject: Resume prouffing

Following are a few gems taken from actual resumes:

"Personal: I'm married with 9 children. I don't require prescription drugs.

"I am extremely loyal to my present firm, so please don't let them know of my immediate availability."

"Qualifications: I am a man filled with passion and integrity, and I can act on short notice. I'm a class act and do not come cheap."

"Note: Please don't misconstrue my 14 jobs as 'job-hopping'. I have never quit a job."

"Number of dependents: 40."

"Marital Status: Often. Children: Various."

"Here are my qualifications for you to overlook."

REASONS FOR LEAVING THE LAST JOB: "Responsibility makes me nervous."

"They insisted that all employees get to work by 8:45 every morning. Couldn't work under those conditions."

JOB RESPONSIBILITIES:

"While I am open to the initial nature of an assignment, I am decidedly disposed that it be so oriented as to at least partially incorporate the experience enjoyed heretofore and that it be configured so as to ultimately lead to the application of more rarefied facets of financial management as the major sphere of responsibility."

"I was proud to win the Gregg Typting Award."

"My goal is to be a meteorologist. Since I have no training in meteorology, I suppose I should try stock brokerage."

"I procrastinate - especially when the task is unpleasant."

PHYSICAL DISABILITIES: "Minor allergies to house cats and Mongolian sheep."

Classifieds

PARTS...PARTS...PARTS -

My parts business has moved to 539 Cambrian Road just east of Urbana. The new phone number is 937 834-1690.

I can supply new parts, used parts and some NOS. I sell Moss, Roadster Factory, BPNW, among others parts at dealer's cost to Buckeye Triumph club members. My website is WWW.triumphparts.com

Doug Braden

Doug's British Car Parts

539 Cambrian Road

Cable, OH 43009

PHONE (937) 834-1690

www.triumphparts.com

From: Ray Varner [mailto:hollynray@insight.rr.com]

Subject: 1977 TR Spitfire

I have A 1977 Spitfire fore sale. Body is in good condition ,4practily new tires. Some parts removed from moter. The moter has problems. Interior is good and there is A tonto cover. There is no title.

Asking \$200.00. For more info call 614-866-5337 or E-Mail hollynray@insight.rr.com.

Thank You, Ray Varner

CARS WANTED

Very Serious buyer for:

Jaguar, XK- XKE MG-"T" series, MGA
Triumph TR-2-3-4-250 Mercedes 190-
220-230-250-280 SL All open cars
Porsche- 356-911-914 Austin-Healey,
Riley, Alfa-Romeo, Singer, 1964-1967
Ford Mustang , Model T, A

Entire Collections Possible

ANY CONDITION - ANY LOCATION

Generous Finders Fee. WILL PAY THE MOST!!

1930's – 1960's

Buying Restored Gas Pumps

Also other interesting cars.

European and American made

STEVE'S BRITISH CONNECTION USA

(630) 553-9023 - email: sbcinc@aol.com



Buckeye Triumphs
9023 Concord Rd.
Johnstown, Ohio 43031

