



Buckeye Triumphs Newsletter

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 6-Pack Chapter
 Center of Triumph Register of America

VTR Zone Member

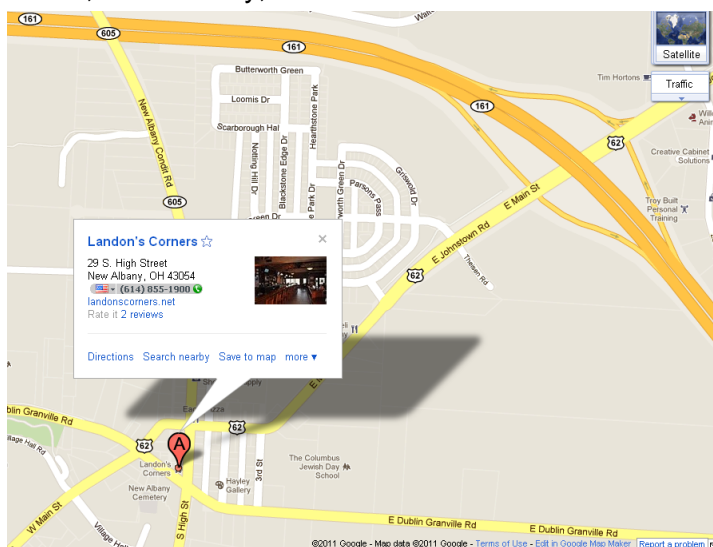
Winner of the VTR Newsletter Award – 2003, 2005 .. and now 2008!

Joseph Lucas Night Rally Saturday, July 30th - depart 7:15 PM

This Saturday July 30th is the Buckeye Triumphs Joseph Lucas Night Rally.

This year we will mix it up and add some new and fun twists to the competition for the Lucas Cup.

The rally will start from the parking lot across the street from Landon's Corners restaurant, 29 S. High Street, New Albany, OH 43054.



Arrive early if you want to join us for dinner at Landon's Corners - drivers meeting will be at 7:15 pm, all drivers need to attend.

Any club member is encouraged to come out and enjoy the evening with us but to win the trophy you need to be driving your classic British car.

This year's route is longer and we will finish and enjoy ice cream at Culver's in Powell. In staying with this year's theme wear your "Surf Shop" shirt or break out your Hawaiian shirt to look the part. I will have all the

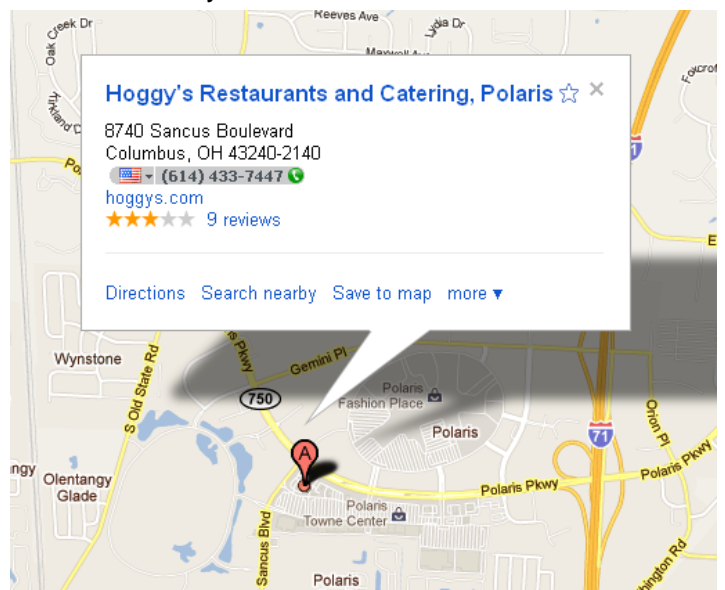
shirts that members ordered and some extras for sale too.

Jason Pigg has worked hard creating a fun and challenging route and Joe Lynch has been helping Kim and I put some new wrinkles that are sure to bring laughs to the event.

If there is going to be inclement weather an email will go out Friday evening with a make-up date. Call or email me with any questions you may have. See you there!

BT Meeting - Monday, August 1st

August's meeting might sneak up on you – it is this Monday, August 1st At Hoggy's on Sancus Blvd off of Polaris Parkway.



Meeting starts @ 6:30

See you there.

Dayton Car Show - August 6th 2011



27th Annual Exhibition of British Automobiles
 Saturday, August 6th, 2011 9am - 4pm
 Eastwood Metro Park, 1385 Harshman Rd., Dayton, OH.
 Honoring 50 years of the XKE & welcoming the national meeting of the American MGB Association

Dayton Car Show (Continued)

Popular vote car show, vendors & swap meet, full service concession stand, dash plaques to first 325 entrants, spectators admitted free!

\$15 day of show,

Registration opens 9 am until Noon. Show runs rain or shine!

Special Awards: Royal Air Force Award, Longest Drive, Ranger's Choice & Best of Show (Presented by the British Transportation Museum)

Buckeye Triumphs Members:

Plan on meeting at the McDonald's North off of Rome Hilliard Road and I-70 on the West side of Columbus

Plan on leaving around 8:30 – Arrive Early for breakfast.

Editor's Corner

Well, it has been a very busy TR season so far. BCD Columbus, Riverrun, June's meeting, TRA National event in Fort Wayne, Vintage Races at Mid-Ohio, Immke Show, Cincinnati BCD and the Pittsburgh Grand Prix (just to name a few). Look for John VanNorman's comments about his and Jason Pigg's Rallye adventures, not to mention Sean Henry's adventures with SCCA autocross in his Spitfire.

Bill Blake sent me these photos from the Vintage Races parade lap and a very nice Jag @ Immke.



We've had several successful tech sessions with Bill Reinheimer - transplanting an overdrive into his TR6.

I had my own adventure as I took Ryan's latest purchase out to him in Topeka. Here is the new "tow vehicle" (much nicer than the last one):



Notice what we trailered out to Kansas. Our 250 made the trip on a U-Haul. Ryan has a contact in Topeka that paints and does body work on TR's – and he thought very highly of his work, so we took the 250 out so he could have a peek at it. I am happy to report that the meeting went well, and we have an October appointment to get the 250 painted this year.

How did we get the 250 home from Kansas you might ask? Well, I drove it home. Not by myself, Ryan's friend Kyle made the trip to Kansas with me and helped with the driving responsibilities – but we made it back the 770 miles in 12 hours in a 43 year old car. The term "Mach 1 Miles" was in full effect – you would all not have appreciated a caravan at that speed.

The overdrive on the 250 has been intermittent, so each time we got back on the road, there was always the question about whether it would "kick in" or not. I shall henceforth refer to the 250 as the Millennium Falcon with Kyle as "Chewy". So each time we got back after a gas stop, the phrase "punch it, chewy" helped to engage the OD.

I'm so excited to get the 250 painted – and I believe that Ryan has found a very good painter in Topeka. More details to follow.

Speaking of 250's – I dropped by Tim Swartz's place the other day – you should see how nice his 250 project is looking. He has all of the running gear ready to go – and everything looks great! It never looked as good as it does now, even when it was brand new.

Tim is looking for rear wings – if you know of any – please let him know.

I look forward to seeing everyone at our upcoming activities in August!

I hope you enjoy this latest newsletter – she's a whopper!

Bruce



bmiles@intinfo.com or
bmiles@buckeyetriumphs.org

View from the Driver's Seat

Well, for weeks now we've been hearing story after story in the media on the debate between the President and Congress regarding the debt ceiling. What has really caught my attention is the proclamations of the economic meltdown that will result if Washington doesn't come to an agreement.

And if you listen to any a.m. radio talk station for more than two minutes, you are bound to hear the commercials playing upon this uncertainty – commercials trying to get you to buy gold. The line goes something like this: "In this age of economic uncertainty, nothing offers the same level of stability and potential for growth than gold."

Every time I hear one of these ads, the unspoken message I feel like they are really trying to say is this: "We are the edge of an economic Armageddon! The end is nigh! You need a good supply of food and firearms, as well as gold for trading in the post-apocalyptic economy!" (As a side note, isn't it funny how the people who like to predict economic doom always seem to have a financial stake in preparing you for said destruction?).

But I've come to believe that if Washington can't get its act together and economic ruin sets in, our currency in this future Mad Max world will not be gold. Nope, when the end comes, we will be trading not in gold, but rather Harley Davidson and Triumph motorcycles and parts. In fact, since we are on the edge of ruin right now (as so we're told by the media, gold purveyors, and at least one radio preacher who seems to have gotten the date wrong) we are beginning to see this right now.

Please allow me to explain. I'm always interested in seeing what Triumphs are for sale in Ohio and the surrounding states, so I have an automatic feed set up on Craigslist and receive notice anytime someone puts up an ad for anything Triumph-related. One of the unintended side effects of the search is that I

receive notice every time someone puts up an ad for something for which they would be willing to trade a Triumph motorcycle or parts.

And over the past few months, I've begun to notice a trend. Many people have things they would be willing to trade for a Triumph or Harley Davidson motorcycle or parts.

Just doing a quick Craigslist search reveals that for one Harley Davidson or Triumph motorcycle or related parts, I could have a 22 ½ foot boat, a 1984 Oldsmobile 98, a fifth wheel camper, a 1979 Corvette, a tanning bed, a tool box full of Snap On Tools, and a set of Nike golf clubs.

Some might claim this is just evidence of how much people like these motorcycles. However, I disagree. With increasing inflation and ongoing economic uncertainty, clearly we are beginning to see a shift from a dollar-based economy and the beginnings of its two-wheeled-based / bartering replacement.

And with that in mind, I'd like to announce that I am now willing to help you and your family prepare for tomorrow's economic uncertainty by assisting you in your search for a Harley Davidson or Triumph motorcycle. Granted, I don't know much about motorcycles, but I've seen the movie *Easy Rider* more times than I can count and I know John Johnson, Buck Henry, and Sean Henry – all motorcycle riders. So I figure that means I know as much about motorcycles as those guys on the radio know about gold. And all I ask in return is a small payment in gold.

And now for something completely different!

Well, I finally gave in to club member Jason Pigg's prodding and participated in a Central Ohio Rally Club event the other Saturday night. I drove my TR6 and Jason navigated. I have to say, it was a lot of fun and I plan on doing it again. We only got lost once and came in second for our class, not bad for a first try.¹ I highly recommend to everyone and suggest we get a group of Buckeye Triumph members together to do it.

John VanNorman

Driving a brand new car feels like driving around in an open billfold with the dollars flapping by your ears as they fly out the window. ~Grey Livingston

¹ Some might note that there were only two cars in our class and that we came in dead last out of all the cars participating that night – but let's not focus on those minor details.

BT Meeting Minutes

Business Social Meeting 7:49 P.M. May 2, 2011

Hoggy's Polaris, hosted by Eric Finn.

Attendees: Bill & Kathy Blake, Eric Finn, Sam, & Carol Halkias, Greg & Ann Gilman, Mike & Sean Henry, John & Charma Huddy, Steve & Debra Isaac, Howard Jefferson, John & Kim Johnson, Joe Lynch, Doug Mansfield, Murry & Jacqueline Mercier, Bruce Miles, Don & Carole Olshavsky, Jason Pigg, Jennifer & William Reinheimer, John Schilling, John, Michelle & Anna Van Norman, Jim & Gayle VanOrder, Rafael & Mercado Villalobos, Jeff & Jim Washburn, Beth & Allan Whisler and Mike Willits.

- 1) John Van Norman welcomed all including guest Jerry Neuman.
- 2) Jerry distributed flyers and described the Flying Horse Rendezvous event for June 11, 2011, 10 A.M. to 3 P.M. at the opening of Flying Horse Farms, 5260 SR 95, Mt. Gilead, Ohio. They are a provisional member of the Association of Hole in The Wall Camps for children with serious illness. It was founded in 1988 by Paul Newman and has served more than 200,000 children from five continents and 45 countries. For more information visit www.flyinghorsefarms.org.
- 3) Thanks to Bruce for organizing a successful (No Rain) Daffodil Spring Drive on April 9th. About 30 attended the drive through the Griesse's estate, lunch at the Mud Flats Pub and the Daffodil festival in Granville.
- 4) Bill Blake reminded us of the events for the month which include the Lube-n-Boob on the 7th, the Annual British Car Drive & Show on the 13 & 14th and the Eric Jones Memorial Riverrun on the 28th.
- 5) John Van Norman announced a new club officer position: Timed Events Liaison, to make us aware of Autocross and rallies in the area. Jason Pigg has accepted the position and the club membership endorsed the position and his nomination.
- 6) John Schilling reported on the BT regalia items that are available: Grille Badges - \$25, see John Schilling, 2011 Calendars - \$ 12, see John Johnson, Logo/Name golf shirts avail - \$47 (name and logo on your garment - \$6.95), see Bill Blake.
- 7) The next BT meeting will be on June 6th hosted by Doug Mansfield at his home, Burgers and Dogs will be provided. Bring a side dish to share.
- 8) Jim VanOrder gave a treasurers report. The current balance in the treasury is about \$3.3 k.
- 9) No business was transacted and the meeting was adjourned at 8:09 P.M.

Murry Mercier, Secretary

Business Social Meeting 7:48 P.M. June 6, 2011

Mansfield Home, hosted by Eri & Doug Mansfield.

Attendees: Allen Banks, Bill & Kathy Blake, 'Donald Duck?', Eric Finn, Greg & Ann Gilman, John & Charma Huddy, Howard & Taylor Jefferson, Terry Holtrey, John & Ryan Johnson, Doug & Eri Mansfield, Murry & Jacqueline Mercier, Bruce Miles, Jennifer & William Reinheimer, John Schilling, John, Michelle & Anna Van Norman, Jim & Gayle VanOrder, Rafael & Marcello Villalobos, Margo, Jeff & Jim Washburn, Tim Swartz, Lisa Sellers West and Trish Waltz & Mike Willits.

- 10) John Van Norman welcomed all and expressed our thanks to Eri and Doug Mansfield for hosting the monthly meeting.
- 11) Thanks to Bruce Miles for leading the British Car Show Saturday drive. He reported that he had 175 registrations plus 31 no-shows due to the weather.
- 12) Thanks to John Johnson for hosting the annual Lube-N-Boob event. John also introduced the new Lucas Night Rally T-Shirt, white & royal Blue with orange Logo. Orders were taken for delivery at the event Scheduled for July 30th at 7:15. Meet in the parking lot across from London's Corners at the intersection of SR 161 @ SR62 near New Albany and end at Culver's in Powell.
- 13) Bill Blake reminded us of the up and coming events. Check the web site for details.
- 14) John Schilling reported on the BT regalia items that are available: Grille Badges - \$25, see John Schilling,, Logo/Name golf shirts avail - \$47 (name and logo on your garment - \$6.95), see Bill Blake.
- 15) Bill Reinheimer will host tech sessions to install his 'new' overdrive transmission for his TR6. Contact him if you are interested for details an schedule.
- 16) The next BT meeting will be on August 1st at Hoggy's Patio, Sancus & Polaris.
- 17) No business was transacted and the meeting was adjourned at 8:05 P.M.

Murry Mercier, Secretary

TRA 2011 National Meet Highlights

By John Huddy

Charma and I just returned from The Triumph Register of America National Meet in Fort Wayne, Indiana which was hosted by Tri-State Triumphs. I thought that I would provide a brief recap while it is fresh in my mind. (Obviously, I wrote this in late June.)

On Wednesday, Charma and I met John and Becky Hartley at a rest stop on Route 33 just before Marysville. Although there are faster ways to get to Fort Wayne, we decided to take the more scenic route. After a brief lunch stop, we motored on to the Meet Holiday Inn hotel which just opened

this spring. That evening, Tri-State Triumphs held a Welcome BBQ which was supposed to be outdoors. Unfortunately, Mother Nature had other ideas. As a result of rain and high winds, the event was held indoors. The meal was fine picnic fare and it was great to see people that we only see once a year.

On Thursday, we participated in the Early Morning Run. As I am not a “morning person”, it was amazing that we were on time for the 7:00 AM departure. We had a nice drive in the Indiana countryside and we ended up at a fancy golf club for a buffet breakfast. Afterwards, we participated in a long “fun” rally where participants follow directions to find somewhat obscure answers to printed questions. The rally masters had built in three hours to complete the “Graveyard Tour” rally and it took just about that long to complete it. One of the questions was to find a British car marque name in the second row of a cemetery. The answer was “Aston” (as in Martin) which was actually found in the third row. We nearly missed this question and I (and several others) had to get out of our cars and walk in the cemetery to find it.

In the afternoon, Charma and I went to the Auburn / Cord / Duesenberg Museum which is housed within the former administration building of the original factory.



The museum is three levels with fabulous cars occupying two levels and rare artwork on the second level. The building itself is a beautiful example of 1930's art deco styling and was restored to its original condition during the 1970's. We were told by a museum employee that heavy machinery was installed and used in the former showroom for years. Restoring the building was no small feat and involved bucket loads of money. After our museum tour, we steamed back to the Holiday Inn so that I could attend a tech session put on by Robert Johns. Bob raced Triumphs in his younger days and he had some interesting stories to tell. Following Mr. John's discussion was a session conducted by Matt Zerilli, of Hagerty Insurance. Mr. Zerilli was scheduled to talk about pending fuel regulations and the future of the collector car hobby. I skipped out on this session because we were on our own for dinner and a bit short on time. Charma and I went to a local Bob Evans for

a quick dinner before the membership meeting. The National Membership meeting was conducted by TRA's new Vice-President, Greg Walker. Various topics were discussed, but I'm certain that complete minutes will be published in the next TRA national newsletter, so I won't go into them here. Several people commented regarding the future of the old car hobby, in general, and the TR hobby, specifically. (No car clubs are attracting young members.) Following the membership meeting, most people retired to the hospitality room for conversation and adult libation.

It rained on both Wednesday and Thursday, but we awoke to a dry day on Friday. First thing in the morning, the cars were lined up for the Concours d'Elegance/ Participant's Choice car show.



There were some fantastic cars and the 15 Concours cars were of very high quality.



Every year, we get more TR4's and there were some super examples. Also, there were 4 TR6's and 1 Spitfire. Of particular interest to me was white 1958 TR3A with a blue interior with only 21,000 miles on the clock. My car During the car show, John Swauger and Dan ? of The Roadster Factory appeared to be doing a brisk business in TR bits. Ted Schumacher, of T.S. Imported also appeared to be busy.

Following the car show, the Clough clan, John and Becky Hartley, Charma and I drove to a nearby winery called “Country Heritage”. We did a tasting and sat down with a glass of our favorite. I like dry reds, so I found a nice Cabernet Sauvignon that I liked. Naturally, it turned out to be their most expensive wine, but I bought a bottle anyway.

(It was about 4 times the cost of the usual Crane Lake cheap brand that I normally drink.)

Following the winery, we went to a local chocolate shop/quilt shop. The girls enjoyed talking to an intern at the quilt shop. Mostly, the boys sat around looking dumb (as we were totally out of our comfort zones). After we each bought something gooey and rich at the chocolate counter, we ate it before it melted in the hot sun. Then, it was back to the hotel to rest up for the President's Reception. The free beer at the President's Reception is to free up wallets at the subsequent auction. The auction was smaller than last year, but there were still some nice pieces to be had. I scored a wire crimping tool that had been donated by British Wiring. Hopefully, I will be using it soon on my TR3A restoration project. (Yes, Bill, I do own a TR3!) The auction was over by about 10:00 PM, then, it was back to the hospitality room for more conversation and libation.

On Saturday morning, there was another Early Morning Breakfast Run, which Charma and I slept through. We got up a little later and joined the group at the train station in Garrett, Indiana. The train station isn't used anymore and was moved to its present location. It is now a railway museum with lots of train memorabilia and records. Downstairs is a complicated series of model train layouts and working HO gauge trains. Pretty cool! The train station was the beginning point for another "fun" competition called the "Planes, Trains & Automobiles Rally". This rally wasn't quite as long as the other one, but was another fill in the blanks deal. After the rally was over, we headed back to the hotel to relax. I had to replace a brake switch on our TR6, but that only took a few minutes. Then, I took Earl Ferguson on a beer run. (Earl had flown his own experimental plane from Atlanta and he was without wheels.) After finally finding a local beer outlet, we returned to the hotel to enjoy our purchases and chat with "the lads" on the patio.

Prior to the Awards Banquet, there was the usual Cocktail Reception. Since Miller Lite and house wine were 4 bucks a pop, we only had one round. Next, the tables were released a couple at a time to go through the buffet line. The meal was OK, but not spectacular. (Having helped plan hotel meals, I know that they are increasingly outrageously costly and usually mediocre in quality.) Charma and I had the pleasure of Charles Runyan's company at our table. Charles is, of course, the owner of The Roadster Factory and is a generous contributor to various Triumph car clubs. As the awards program began, all Tri-State Triumphs members were recognized and thanked for their efforts. Next Charles was asked to stand and was thanked for being a "Platinum Level" contributor to the Meet (which means TRF gave at least \$1,000.00).

After the introductions, moderator Tonda Macy presented plaques for the various car games and rallies. Charma and I won first place in the "Graveyard Rally". There were no second or third place awards given; only a last place award which, I think, went to Alice and Bridgitte Clough. Embarrassingly, Charma and I also won first place in the

"Planes, Trains & Automobiles Rally". (Honestly, we didn't cheat!)

The Concours Best Of Show went to a stunningly beautiful BRG TR3A belonging to Chris and Kathy Kresser and the Participant's Choice B.O.S. went to Jim Shear for his lovely yellow TR6. All other car show winners will be posted within the next TRA newsletter.

After all awards were presented, I announced that next year's TRA will be in Little Switzerland, North Carolina. As 6-Pack has done twice, we will be staying at the historic Switzerland Inn. There 72 rooms, several chalets and a few cabins. Hopefully, TRA members will fill all the housing options.

John Huddy

RIVERRUN Recap

From: Susan Logan [mailto:slogan.osu@gmail.com]

Sent: Wednesday, June 08, 2011 10:18 PM

Subject: Report on the 2011 Riverrun

Hello Participants in Riverrun 2011 and other interested persons:

May 28th proved to be a wonderful day -- sunny and mild -- for Riverrun 2011. The 94 paid registrations were down from the 109 cars that were registered in 2010. Ninety-two cars drove the route on Saturday. In addition to the \$10 registration fee, we received \$65 in additional donations.

Thanks to the Buckeye Miata Club, which paid for the printing, I will be sending a donation of \$1005 to The James Cancer Hospital to be added to [Dr. Miguel Villalona's](#) research fund. (If you connect to website, scroll down to see the entry on Dr. Villalona.)

Thanks go to Chuck Ashton and Bill Atterbury for laying out the route and creating the route instructions and to Barbara Frost for managing the printing. We also thank the organizations that hosted the event, the Buckeye Miata Club, the North American MGB Register, and the Central Ohio British Car Club Council.

Chuck Ashton is sharing his pictures and those taken by Barbara Frost on

Smugmug: http://crashton.smugmug.com/Cars/Ericks-Riverrun-2011/17379611_hXZTWM

Thanks to all.

Susan

The cars that participated include:

Classic British - 31
 Miata - 27
 Mini - New 12
 Honda - 5 (S2000 - 4)
 Pontiac Solstice - 3
 Subaru - 3
 Dodge - 2
 Porsche Boxter - 2
 One per make - 7

The 31 British cars were:

- Austin Healey - 3
- Jaguar - 3
- MG Midget -1
- MG T - 2
- MGA - 1
- MGB - 11
- Mini (classic) -1
- Spitfire -1
- Tiger - 1
- TR 6 - 6
- TR 8 - 1

Other cars include:

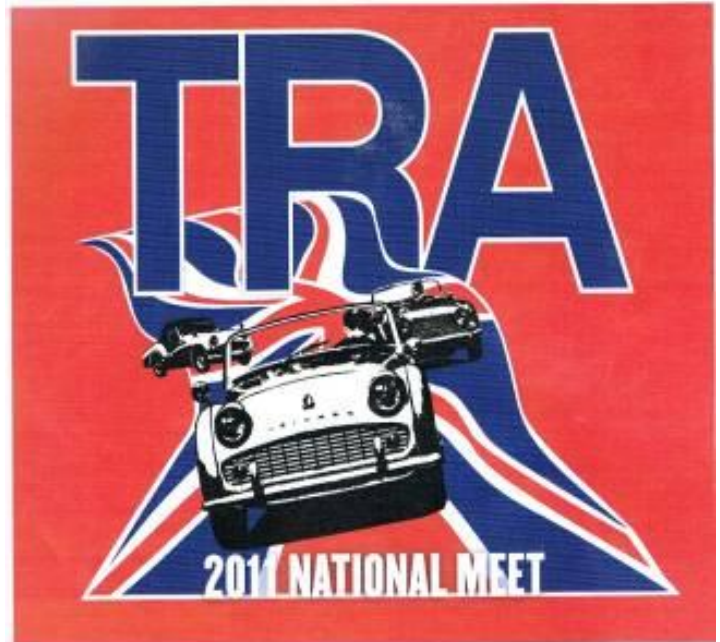
- Alfa Romeo
- Audi
- Buick
- Camry
- Mustang
- Saturn Sky
- Scion XD

Thanks to BCD Workers

Even though I briefly mentioned them at the last Buckeye Triumphs Business and Social Meeting at the Mansfield's house, I want to recognize all the BT people who helped at the British Car Day festivities on May 15th. Since Charma and I were unable to attend, we had enlisted help and many BT members responded to our begging. Many thanks go to: Karen and Allan Burtis, Eric Finn, Buck and Sean Henry, Howard Jefferson, Bob Hixon, Murry Mercier, Bruce Miles, Steve Neumann, Bill Reinheimer, John VanNorman and Jim VanOrder.

As you may know, we start our BCD planning meetings in November. The hardest part of putting on the show is enlisting volunteers to help collect money at the gate, park cars and work the registration table. I sincerely thank all who took time out of their day to assist with the tasks necessary to run a successful British car show.

John Huddy



FORT WAYNE, IN

JUNE 15-18

HOSTED BY TRI-STATE TRIUMPHS

Another Fractured Fairy Tale: TRA 2011

July 2011 - Bruce Clough

Just got back from TRA 2011. Whew – we’ve got the cars unpacked, laundry in the machines, and I’ve got some typing time before I hit the sack. Would like to thank the White’s and Stan Seto for traveling with us – always good to have companionship!

This year’s meet was in Ft Wayne, IN – just around the corner – hosted by Tri-State Triumphs (IN/OH/MI group somewhat centered around Ft Wayne) and headquartered out of a new Holiday Inn near the Allen Co Coliseum.

I’m happy to report a good time had by all without any breakdowns. In fact, it was pretty uneventful event, except for the parts of the event itself. Now, normally I’d write a narrative of what happened, but I’m sleepy, so I need to cut corners or you’re going to see some sloppy typing an maybe “xxxxxxxxxxxxxxxxxxxx.....” on the page where I fell asleep. So, I’m going to just annotate and comment on some pictures I took, then leave it up to the Whites, Rutledges (who actually were camping out across the street from us), Ferratts, and the one-and-only Stan to back-fill in the details. I will try to get the pictures in chronological order.



Meeting place for the drive over – Tim Horton’s. Where else I might ask?



Berne, IN – quaint little town south of Ft Worth on US 27. They have antique stores, they have hardware stores, they have quilt stores; they had plenty of parking available when we were there Tuesday. I’ve noted the town as a possible stop on a fall or spring tour.



Shot from White’s TR4A of the wedges going past a buggy. The interesting thing is that buggy was probably a lot newer than these cars. Note the big negative camber. We probably should have told them TRF has a kit for that.



Arrival at the new Holiday Inn – we soon discovered this place was staffed by mainly foreign students from the local university. One guy we really should have talked to about choice in suits... Accommodations wise, this place was really nice. Restaurant was, well, errr, how shall we put it. Not that good.

But as long as we were getting free breakfast coupons we really didn’t care. Bar was expensive – fortunately booze stores were abundant.



Another look at the hotel from the back lot where we parked the Triumphs. Notice the sky is pretty much blue? Weather was pretty much either rain or blue sky. Weird week weather wise. Rain, or sunshine – not much in

between. It turned out that this was THE parking lot to be in - eventually it was roped off for Triumph parking.



The TRA 2011 hospitality room. Yep, Rm607 stocked with munchies, beer, and pop, and almost always open. Here we are on Tuesday night jabbering away! And actually there were quite a few folks to jabber with. Normally TRA doesn't really get rolling until Thursday, but this year we were rocking and rolling on Tuesday. There were probably thirty folks there (at least) that night. Now, not all was bliss since there was no wine, just Bud and Bud Lite. There was a big pile of chip bags, Tootsie Rolls, and Twislers, but not even box wine!



Wednesday morning – the Auburn-Cord-Duesenberg Museum. Interesting place – has changed a little since the last time we were there. In the old ACD plant - the building really is an Art Deco masterpiece – you will see lots of big cars with chrome and style. Really worth the admission price. Oh, rained like stink after we got inside.



One of the neat things in the ACD Museum was an old Dodge Brothers Touring Sedan that you can get a photo op in. As you can see, Bridgett doesn't like Duncan's driving style...



Bridgett enjoying the extreme ambience of the ACD museum. Look at the thrill on her face. Wow, that's energy!



After the ACD museum tour we headed back to a Brewery Tour at the Mad Anthony Brewery, beating the rest of the Triumph crowd there by maybe 30 minutes or so. The brews were okay as well as the food – probably the best part was watching the rest of the Triumph arriving via a police escort. Sweet and kinda weird...later in the evening, the hospitality room called again!



Here we are again Thursday Morning on the first Early Morning Run. Okay, so it ain't us, but a bunch of others. No matter, we were in this line and we headed back north to Auburn for Breakfast...



...over some decent Triumph roads. Yes, this part of Indiana is glacial till plains, but there are enough moraines and erosion features to make the drive interesting, and when not, you have great views to the horizon. The weather was picture perfect – the bright sunshine and moderate temperatures – actually had to put a sweatshirt on to ward off the chill. We left in a caravan, but got split up, and then the leader took a turn not on the trip

instructions. That was to get around Auburn versus a lot of traffic lights – while traveling on those roads ran into this group:

<http://1stattack.com/>

who build custom brush fire trucks – they had a few Monster Trucks parked on the front lawn which were cool!



Of course, Duncan was thrilled by the drive...



... and Bridgett was thrilled by the conversation at the breakfast table.



We had breakfast at a country club a little north of Auburn. Evidently they were not ready for us, so we had to wait a few minutes, okay about 20, for breakfast... Good conversations were had anyway!



Later that day we had the TRA Membership Meeting. This is Chuck White enjoying it. You can see the thrill in his eyes!



Ahh, the car show. This is the Concours side – 15 cars in Concours this year, and I volunteered to do chassis.

Note about chassis judging – chassis judging is deemed one of the harder things to judge since you have to crawl down on the ground and get dirty. That said, it separates the men from the boys in concours- it's easy to shine a body and clean an interior, but to make sure the bottom of the car is as original, clean and right, that's dedication. We saw a lot of cars damn near perfect on top, but underneath were not right and very dirty! For many of the cars, most of the deductions were from underneath – so if you want a 100 point car, pay attention to the bottom!



..they parked the TR6s near the trash bins...



Giovanni Michelotti Row



..and the wedges across from them.

Jeff Krupp was wandering the show field taking pictures of cars and wandered by the wedges at the same time the “Kids of TRA” did.



Yep, ready for adulthood.



No doubt ready...

I don't have any good pictures of Friday afternoon and evening's fun. Heck, we were having too much fun. Okay, I forgot to get out the camera, geeeee, critics. We got the judging done by noon (Yaaaa!) and got ready for the DeBrand Chocolate Tour...

...by stopping at the Country Heritage Winery:

<http://www.countryheritagewinery.com/>

Their wines were excellent, but of course we stayed there too long, way too long, to catch the start of the tour to DeBrands

<http://www.debrand.com/>

but we did stop at a local chocolate maker and quilt store in Huntington, IN, then caught up with everyone at DeBrands. All I can say about that place is “burp”.

After the tour we got ready for the auction. Actually I got ready for the auction since I was one of the auctioneers.



Duncan showing how a seat cover can also be a sleeping bag...



Practicing for a National Geo photo op...

The item count was down this year, but what was there was good, and we managed to get the auction over in about three hours – that was geat since we didn't have to be there until 2 in the morning. To the hospitality room to end the night!



Saturday morning was the second Early Morning Run, this time to St John’s Restaurant west of Auburn. I am a big fan of EMR’s, and I think I was the one to institute dual EMRs on the TRA meet, but my memory fades with age. Anyway, we had been to this same restaurant for an EMR in 2003 when TRA was in Auburn, in fact, here is the line-up below waiting to get going to that restaurant in 2003:



Many of the same cars were along for the ride this time. For instance, the green TR3A in the foreground is Don and Helen Cumberland’s car which also was at Ft Wayne this year.

Ah, but back to the restaurant - the food was served “family Style”, and lots of it (burp). In fact, Duncan thought it was soooo good that he had to lie down and nap right there:



A sleeping Duncan! He does a lot of this...



After the breakfast we all went over to the Garrett IN train museum to look at model train set-ups as well as start a rally. The rally was a fun-one type, and Alice and Bridgett paired up, and me and Duncan were a team. For the next several hours we traced our way across the countryside answering questions and visiting interesting places, like the Hoosier Air Museum:

<http://www.hoosierairmuseum.org/>

The weather was warm, but not hot, and the rain held off, staying below Indianapolis. Duncan and myself were in the pack as far as answers go, but Alice and Bridgett had the distinction of coming in last place, and got a trophy – wow! Dang, I thought Mr D and myself could do that...



Paul bellies up to the bar at cocktail hour – bet you didn't know Paul Corcoran was there? He was, but I'll let the White's tell that story. It's a long, and mostly happy, one.



Paul also is a fan of preventative medicine. He wore his rubber chicken necklace to the banquet to ward off any possible food-borne disease. He passed the info off to Judy Richards who can be seen in the background passing the info further on to the Capwells. Way to go Paul!

Speaking of the food, food was excellent this year at the Awards Banquet, and the dessert I had (warm apple cobbler) was fantastic.



See – the apple cobbler was fantastic!

After the consumption of mass quantities was finished we moved on to the award's presentation itself. Alice and Bridgett trophied for the Fun Rally – they came in last place – probably couldn't read Bridgett's writing! Wow, she got rewarded for sloppy handwriting (smile)! Otherwise, MVT did well – every MVT car except Freebie trophied in the Participant's Choice car show. Debbie and Tom Ferratt took best TR3A, Stan got best TR3B, the White's were runners-up with their TR4A in the 4/4A Class, and Alice & Bridgett were 4th place in Triumph Other with Inca. To top it off, Debbie & Tom took Participant's Choice Best of Show with the 3A – way to go!!!!!!!



The winners!



Right after the banquet we ran up to the hospitality room, thinking all others would rush there too. Wrong, here is the room when we got there. Pretty vacant I'd say.



And this is the room about an hour later. Finally folks came in. Beer flowed. More food was consumed. Glories of this and prior years' meets were discussed, and plans were made for next year. The last of my Drambie I bought on Wednesday disappeared as well as a few bottles of wine.

Sunday morning dawned a bit gloomy with the threat of rain in the area. We took a slightly more eastern route home, but with the sun behind clouds, the temperature stayed down and it was a really delightful drive. We got home a bit after noon, unpacked our bags, did laundry, and fell asleep! Hat's off to Tri-State Triumphs for hosting a great show this year!!! TRA next year? Glad you asked:

Little Switzerland, NC

How's that for location, location, location – look it up on the web.

Other photos of note that we just couldn't pass by!



Bridget tried to escape from the ACD Museum, but the White's caught her...



Lunch at the Granite City Brewing Company. This was there Chicken Tortilla Soup. Yum! The beer sampler was yum also! I liked their beer selection better then the Mad Anthony Brew Pub's.



Please remember to practice safe auctions!



Bet you didn't know John Huddy (of Buckeye Triumphs and COCTRA) was a Red-Hatter – but he is! You should see his dress! Says he uses it to pick up chicks with it. I called the ASPCA.



In her spare time Alice was working on a small quilt on a small rack she bought in Berne. Here she is instructing Chris on how she can use it to whack Chuck...



The cake for the banquet celebrating the TR4's 50th birthday. This was in the action (the car), and someone from NCTA paid \$50 for it...probably tasted like oil!



Bad hair day

Chiding The Masses

This is where I say, if you are an MVT'er, and you have a TR2 through TR4A, where were you? This meet could not have been any closer, but still only a few MVT'ers showed up. One of the conversations Chuck and myself will start having will be to determine why MVT'ers don't support national clubs that much, and why we don't go to conventions. It must be something in the water, because if you knew how much fun it was, you'd be there!

As I wrote above, next year it is at Little Switzerland, NC.

<http://www.littleswitzerlandnc.com/>

Go to the web site, look around. This place is on the Blue Ridge Parkway. You can't get any more scenic than that. The hotel we are staying at is the Switzerland Inn:

<http://www.switzerlandinn.com/>

Here is a picture of the view from the hotel:



Here's another shot:



Did I mention it was a popular place for car clubs?



Now, are there any questions on why you should NOT be there next year? Class dismissed.



Dang, I got my eyeballs hanging out!

Note – Phil, you might not want to look at this one, it's getting ugly...

Half-Shaft Hades

Still trying to get the half-shafts fixed. If you recount from last month, the Stag half-shafts are “staked” – the u-joints are held in by metal bits beat-out of the yokes rather than circlips for other Triumph’s joints. This complicates things since it means you can’t do u-joint replacement at home.

What really complicates things is that I found out nobody in the local area (here local is defined as east of the Mississippi River) can replace staked u-joints. I found a place called PowerTrain Industries in Garden Grove, CA that could do it, but I had to take the hubs off first so I took them to Zabel machining in Xenia.

This is where the plot thickens.

For those of you who have never taken a hub off before, they are on taper shafts and after 30-40 years can become quite attached. If you happen to have the proper Churchill tool you might be able to get them off, but I usually head toward a 50 ton press.

They got hub one off, but evidently the dreaded prior owner (DPO) had cross-threaded the nut the last time it was put together.



Tales of the FrankenStag

June 2011 - Bruce Clough

Galled threads on one rear tapered shaft...

At least that one came off, the other hub bent and the threaded end mushroomed as the labored in vain to get it off. Heat, shock, and cussing didn't work – it's still stuck hard!



...bent hub and smashed threads on the other...

Sigh

What to do?

Punt.

While I waited for inspiration I decided to put the rear suspension back together the best I could without the half-shafts.

I painted up the suspension bits using paint I had on hand, which meant that not all the stuff is black, but all black is boring anyway. I had already received new bushings and other suspension rubber bits from Paddocks in the UK (although I suppose I should have ordered TR6 ones from TRF), now I needed to put them in.

New Tool Time!

Yep, new tool time. Literally since the brushing insertion tool I had was now gone! Went to Lowes and bought one?

Lowes had one?

Yes, and only \$2.

\$2?

Yup. Two foot, 3/8" NC threaded rod. Best tool for the money. Multiple uses too! Everyone should have one. Who needs a press when you have a threaded rod?

Well, I should say you need also a large socket and some nuts and washers. Put the rod through the bushing holes, put a bushing on one side, a large socket (1.5", 3/4 drive) on the other, put grease on some washers on each side, put a nut on each side, and tighten the nut on the socket side. Bush goes right in – oh, I also rub things down with a silicone grease to ease the installation.



Bush ready to be inserted.



Bush inserted.

Easy as pie, okay, actually easier than pie. Less than 30 minutes I had them all in, and I wasn't rushing at all. The best thing about this tool is that it has multiple uses. You read about it as a bushing insertion tool, but did you know it can also be used to spread brackets so the new bushings would fit? You don't? Well, it can – all you need to do is put the nuts and washers on the inside of the brackets so they push.

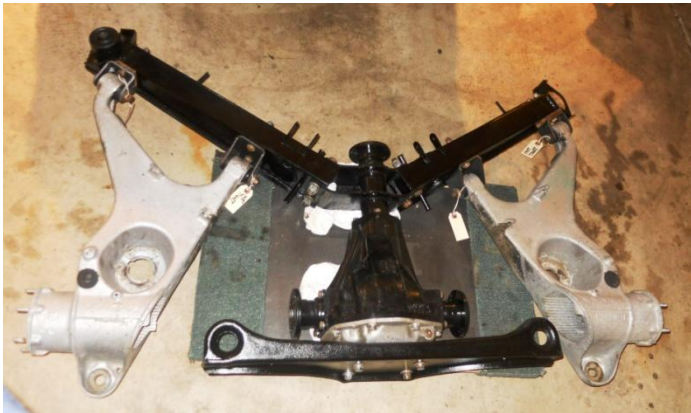
You can also use a 2' rod as a breaker bar, whacking stick, hood prop rod, and a gazillion other things, all for \$2 at Lowes.

Gotta love it!



Two-foot rod as an expander tool

With that new tool I had a lot of the rear suspension back together in no time flat!



Rear suspension

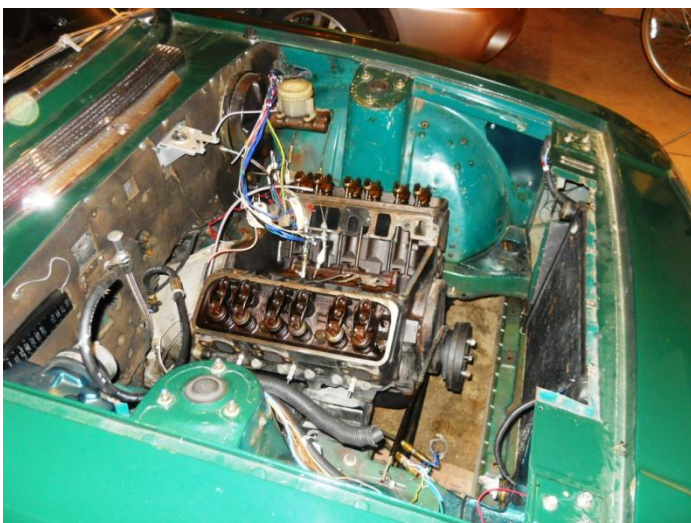
Oh, I managed to source a pair of supposedly good used halfshafts – on the way and hoping they are plug and play!

(almost, but that is a story for later...)

Back on the Engine

The secret is out. I'm going to stick a TR7 engine, albeit a slightly higher HP one, in the Stag, but first I need to disassemble the monster I had created.

To help finance the project I put as much of the modified cooling system and the "bling" on eBay as possible. Carb, air cleaner, valve covers, pulleys, and a bunch of other stuff headed off for auction, and quite frankly, I recouped about 60-85% of the original purchase price on things, so I didn't lose too much money. My biggest headache is to get sold the 4L60 tranny I got from Brian Smith – nobody in the area seems to want to pay \$\$ for it. Wonder what I'll be able to get for the 4.3L block and Turbo 350 tranny? Maybe I'll sell the trannies as a package deal? Dunno. Anyway, buy the end of the first day this is what the engine compartment looked like:



"Bling-less"

And, after about a month later with a few business trips and a lot of other stuff I managed to get it this far:



Even less Bling

I managed to sell the Turbo 350 in the car, but nobody wants the 4L60 I got from the Smiths or the 4.3V6. Anyone want them? They make great boat anchors!

I did rewire the lights and horn so there is only one wiring harness going forward and installed a smaller fan on the radiator. Anyone want a monster 2300 CFM fan?



What is this? Find out next month!

Until next month – that's a wrap

Tales of the FrankenStag

July 2011 - Bruce Clough



So, what is this Bruce, left over from last month's Marque – how dare you tease us!

More Fun with Engine Blocks

Simple – that's the savior of TR7/Stag owners – the Wayne Simpson Head Removal Tool (WSHRT). As any TR7 or Stag owners knows, the heads on the engine are aluminum, blocks iron, head studs are not parallel with block face, and head gaskets tend to weep, setting up the "dang this head is stuck on the engine" syndrome.

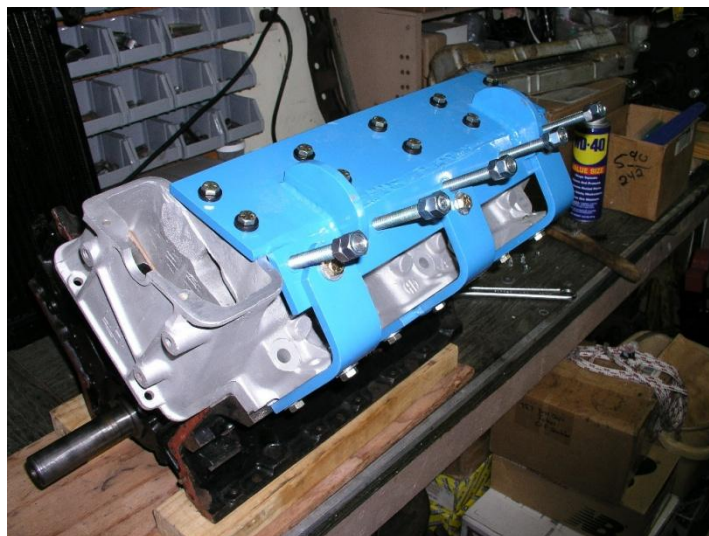
In the past I'd employ several different stud removal tools, working on one stud at a time. I always got the studs out and the head off, but it could take a while and be a bit frustrating.

Okay, a LOT frustrating, but no more.

The WSHRT is simple in concept – apply strong, even pulling on the head by pushing down on the head studs to lift the head. The tool has several main components - the first a top plate that carries the rods which push on the stud. This bolts to the head using the camshaft bearing stud holes. Next are three brackets that hold the other side of the top plate using the lower exhaust holes as mounting points. Then there are the threaded rods themselves, and the hollow joining nut and ball bearing that allow the pushing rods to rotate a lot free-er that if the rod was pushing against the stud.



The WSHRT as it came in the case



The WSHRT on a Stag head to show what it looks like ready to go

Okay, so it looks good in theory, but how well does it work? I have two TR7 engines to try it on, but a funny thing happened – all the studs of the first engine came out using the *double-nut technique* below:



That's not good, I mean it's not good if I want to write about the head tool – I'm a beta user for it after all! (I also have several other stud removal tools, one designed just for pulling TR7 studs that I didn't use...)

So, after I completed taking apart the first engine (which the Biglers gave to me and which they really didn't know the background of), I moved on to the second TR7 engine out of the car we parted out last fall. The second engine didn't disappoint me – 4 out of 5 of the studs were stuck. Yeah! On went the tool...



The WSHRT on a TR7 Engine with 4 Stuck Head Studs



...and off came the head! Check out the corrosion on them studs!

Fantastic – worked as advertised. Yes, it was a bit of work to get the tool on the head (you have to cut off the tops of the studs with a Dremel tool then start a small hole for the ball bearing to sit in), but man – it came right off! This will be a real boon to the TR7/Stag owners – Wayne plans to rent it out, but I’m also finding out how much \$ they would want for one of these, wouldn’t mind having one....

Okay, next step was to design the new motor mounts...

One small thing, you need a motor and transmission to do this. Hmm, okay, I’ll assemble a motor and tranny without any guts in it - light enough to move around easy, but absolutely realistic in the mounts.

I had two empty engine blocks already, and one head without a camshaft in it, but no empty TR7 R380 trannies. I do have three complete ones, so I grabbed what I thought was the worst of the lot (one I got from Ludwig’s auction last year). I’ve never taken apart one of these, but after I bought a larger pair of snap ring pliers it came right apart.

Also found out the 3-4 gear synchro had started to disintegrate! This explained all the residue on the magnetic drain plug and in the oil! Of course I was told this was a good tranny, okay, maybe a few gears were good...

So, with a block and tranny gutted I put them together along with the de-camshafted head and had a dummy drivetrain. But it looked so drab in the faded paint, corroded metal, and somewhat shiny aluminum – I wanted to make sure I could see it while designing mounts - what to do? Simple – paint it! Better yet, let the kids paint it!

Grabbed Duncan, Bridgett and ‘Becca (neighbor), gave them four cans of pastel enamel, and let them have at it!



Three kids, four cans of spray paint, and giving them a free license to create – it’s a beautiful thing.

About 30 minutes later the artist’s guild had completed their work. Wow, Van Gogh, Raphael, and the Michelangelo guy would be proud of these young, aspiring artists!



The Masterpiece!

Now to get this colorful thing in the car. Fortunately, the Biglers came through with a nice hoist that made putting this back in a snap!



Back in the engine bay – wow, lots of room without all that external junk on it , eh?

Integration issue #1

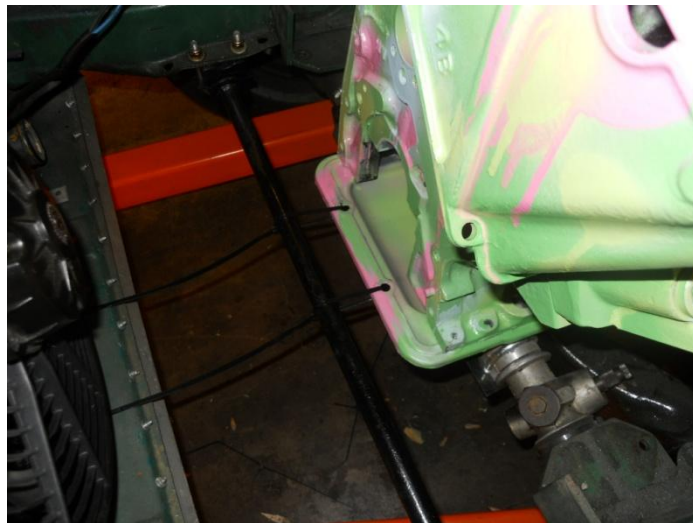
It became painfully clear that this wasn't going to be just a straight "stick it in and go" installation. Although the TR7 engine block is the same length as the original Stag block, the 5-speed R380 tranny is different. Way different. I noticed immediately that the shifter extension was way too long and I'd have to seriously cut into a cross-support in the unibody to make it fit. I have to shorten it by 2.5 – 3 inches. Do-able, I think....

So, I headed to one of my old trannies, yanked off the extension, and cut it down to the size I thought I needed, lined up the shifting shaft bearings, and epoxied the two sides together. This is the jig for welding up the real thing. I hope I have enough distance between the sleeve bearings to take up side loads so the binding is minimized. We shall see.



Stock shifting extension (top), shortened one in front

One of the main reasons for getting rid of the V6 was the weight in the front making the car somewhat tricky to drive. I really want to move the engine back as far as practical, with the shifter extension being the limiting factor. The forward limiter is the oil pan hitting the front cross member. Somewhere in between is where the engine needs to sit. Once located I needed something to keep it in place so I could build a rear mount and then get the front mounts designed. As usual, I turned to nylon ties.



Front engine position located via nylon ties attached to sway bar.

Using the ties and the hoist to provide a bit of backwards pull, the engine was located where it gives me the room to run brake lines and shift. We shall see.

Now for the rear mount. The one the last transmission used was a simple bar attached to the body via some huge washers. Since that held the torque of a 4.3 and the weight of that engine plus the Th350 tranny I figured a similar arrangement would suffice for the R380.

To set the rear tranny height as well as engine angle I needed a driveshaft, but I don't have one, so I made an pseudo one from a pipe the right length. I cut an old piece of solid conduit to the right length and stuffed it up there



One fake driveshaft in place

Doing this I could set the rear height to ensure the final driveshaft can clear the brake cables, fuel and hydraulic lines and also play with engine angle. In the end I fixed a compromise height and cut a rear cross member from a piece of 2" square stock and set the height above the member for actual tranny mount point using big nuts. This will do for now.



Conan – the back tranny mount! Bring me your women! See how visible that engine/trannie is with the high-viz paint scheme?

Now I need to design the front motor mounts. The goal was to re-use the mounts the V6 used – that way I don't have to weld in new mounts, cut new holes, or do any other damage. Rather than just start cutting, drilling and welding 1/2" stock (as if I could do that at home), I'm going to build mock-ups out of sheet metal and take them to a shop – easier and I'll know they fit – I've been burned before by assuming I'd get an end part made right the first time without drawings or mock-ups. Used sheet metal laying around the garage to make mount brackets, and attached them to the engine to check fit:



Front right motor mount mock-up. It's a beautiful thing!

Next month I'll discuss building the real front mounts as well as new pedals, and starting to rebuild wiring harnesses and electrical system.

Tales of the FrankenStag

August 2011 - Bruce Clough



Whhaa? What's going on here? Who stole the dash? What's them wires????



Whew – that's better! Sure it was a Bad Dream. Remember kids, don't try this at home!

Let's see, where were we last month? Oh yeah, I was cleaning up the engine compartment and looking at making

motor mounts. That explains why I ripped the dash wiring harnesses all apart, sure.

Officer, I can explain. It's very simple. I wanted two wiring harnesses going forward from the dash. The left (driver) side one was going to be the engine harness, the right side was going to be the front lights' harness. To do that meant I needed to relocate the wires that run from the left side of the dash to the front (turn signal and parking light) to the right, and the engine wires in the right (basically the starter power wire) to the left. Oh, I also wanted to minimize the number of wires in the engine compartment so things look clean. To do this right meant I had to rip apart the dash wiring harnesses.

For those who have never redone wiring harnesses, re-running wires, cutting wires, making the connections with solder and shrink wrap, etc. takes time – let me rephrase – doing it right takes time. Plan on spending some quality time in the garage and going through a few nylon wire ties.

While I was at it I made a few modifications to the modified dash to eliminate superfluous stuff:

Eliminated oil pressure gauge – face it, you have the gauge there to tell you of a failure rather than to look for trends, but a light and a buzzer does that much better from a human factors point of view.

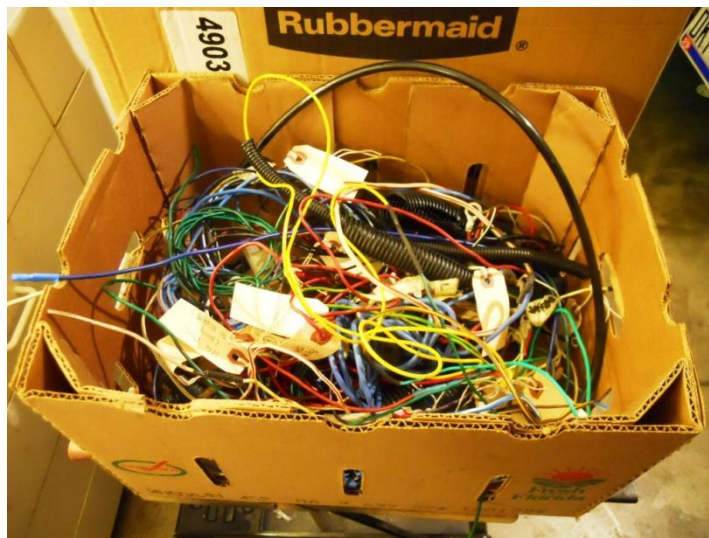
Eliminated Speedometer – If you are good, you can calibrate RPM to speed within gears. If you aren't good you can use the GPS as a speedometer. I can do both.

Eliminated vacuum gauge – I can hook one up in the garage if I need to for trouble-shooting rough running.

Eliminated clock – see the GPS argument, oh yeah, the iPod "sound system" has a clock also...then there's the cell phone...

Eliminated cubby hole – all that was good for was dumping its contents on the passengers lap under acceleration, and all I ever put in there was the owner's manual and sunglasses.

I kept the 12V power outlets and everything in the center switch cluster. Doing these mods, as well as making the battery power connections under the right side of the dash and eliminating the separate headlamp relays (since I was both reducing the number of lights and replacing the illegal 100/80W H4 bulbs I had been using), meant I got rid of a lot of stuff from the car.

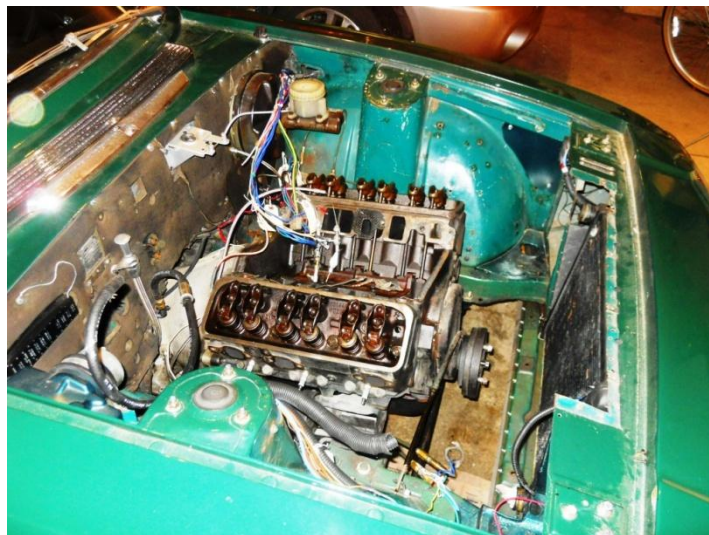


Box-chock-full-O'-stuff-eliminated

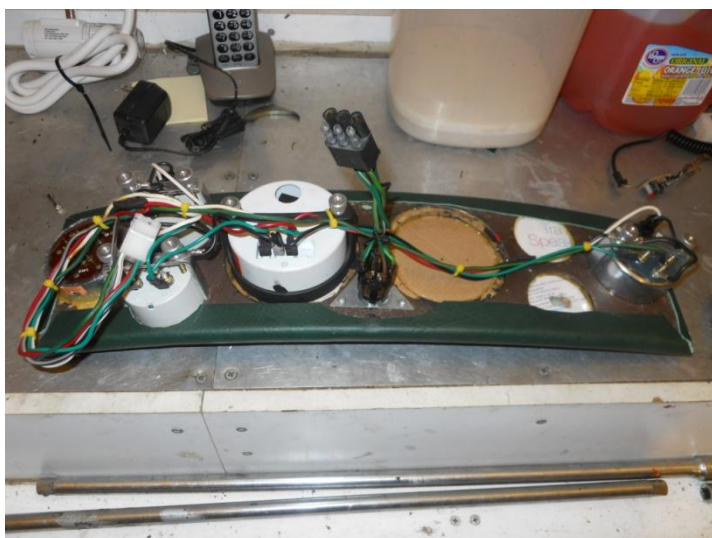
I'm hoping this makes the car a bit more reliable also with about 10 lbs of wiring gone, maybe quicker, we shall see...

Engine Bay Bliss

Okay, remember the engine bay from a little over a month ago:



Engine bay right before the 4.3LV6 was removed



Rewired instrument cluster – added a quick-disconnect for gauge wiring to match the hazard switch and idiot light cluster disconnects – now the whole thing comes off much easier

Once the engine was out I was left with a big mess. Lots of holes from current and prior modifications, old, nasty engine bay sound deadener, multiple colors of paint, primer, and rust, etc.

I want it one color.

But I want it cheap one color.

Cheap?

Yeah, I wanted to keep my cost for redoing the engine compartment to under \$50. Stretch goal for sure. Making new blanking plates for fixing holes had already set me back \$25, so I didn't have much left to play with.

Fortunately I had primer in the cabinet, so all I had to do was find the right color of can spray paint.

Can spray paint?

Sure.

This will never be a concourse car, nor am I shooting for a show-winner, I just want one color that is close to the car exterior since that has to be better than what I have. \$20 worth of Rustoleum car enamel got me there:



Now it's green, for sure

It's green – yeah, it's not the absolute smoothest, but it's not bad and once the engine gets put back in along with the other stuff and allows me to save the \$250 in paint and hours of elbow grease to get it show smooth for the TR3B...

Now, if you remember, the last edition of the FrankenStag was automatic, and I'm putting in a 5-speed, so I need to change pedal assemblies and add a clutch master cylinder. Fortunately, Phil had a manual pedal assembly which he gave me – thanks Phil! I cleaned up nicely and I put new pedal pads on it. Phil also gave me a clutch master cylinder which I cleaned up and mounted. I repainted the master brake cylinder and servo, I was going to rebuild it, but the master brake cylinder is another item (like the rear half-shafts) that is designed to be replaced all at once, so I put it back on and am hoping it's fine. I re-ran the brake

lines, cutting them to a better length, and using the original routes and mounting points.



Okay, brakes and clutch master back in...

You can't see it in the picture above, but I rewired the engine electrical harness and added a connector. I'll build the rest of the harness on the engine itself. Okay. 8 July and we are now ready for an engine.

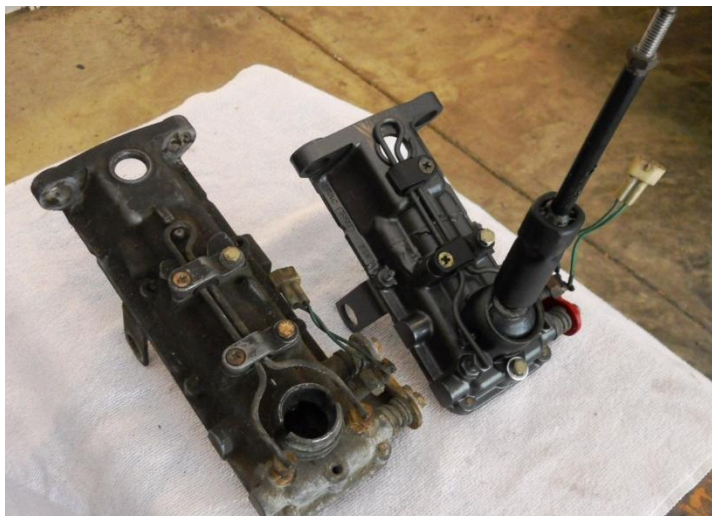


Ready for the engine folks!

Well almost – need to get back on the transmission as well as sort out what engine the bay needs to be ready for!

The Transmission

Last month I showed a picture of the shortened extension – cut about 2.5 inches out of it. This month I had to make that work. Needless to say cutting the shaft and getting it to shift right wasn't as easy as I thought it was going to be. The bright spot is I finally got to figure out what the spring-loaded thing bolted to the side of the extension was and how to adjust it (it adjusts the plate that keeps you from inadvertently shifting into reverse). I'm hoping that I have enough angle where it has to sit in the car in order to shift okay – we shall see.



Shortened shifter on the right. Yeah, I painted it.

This just left me the transmission itself. I have three – I’m hoping one is good enough just to clean up and drop in. One I took apart so I could mock-up the drive train in the car. Didn’t matter anyway – it was shot. That leaves two. One from Ludwig’s sale, the other out of the last parts TR7 I bought. I know the one in the parts car was working since I drove the car into the garage, so I decided to take a peek at it.

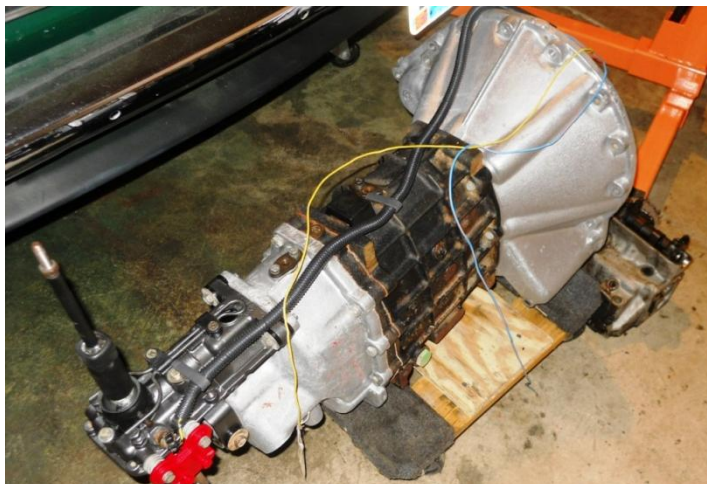
“Taking a peek” consists of draining the oil, then rinsing it out with mineral spirits. When I drain the transmission I’m filtering the fluid each time. If I see any large chunks of metal that means problems!

I decided to start with the tranny that came out of the running car. Added a bit of mineral spirits to the existing oil, shook it around and drained. Then I put a gallon on mineral spirits in it, shook it around quite a bit, then drained.

What metal?

That tranny looks good, very good, No chunks of metal, in fact, only saw one small flake. Oil looked very good and smelled okay. Hopefully that is a good sign, better be, cause I’m a betting man and going forward! Now to clean up this puppy.

I cleaned the tranny up (Gunk, then Simple Green, then rinse, then hand-dry) and refilled it with Pennzoil Synchronesh transmission fluid. Do not use anything but synchronesh lube in these Rover boxes if you want them to shift easy. The shortened extension fit okay, and I used new polyurethane bushes to mount it – rubber ones died a long time ago. I had to rewire the reverse switch, but no big deal there. Setting the reverse switch is always fun. I suppose there is a process for this, but I usually go it by guesstimating then seeing if it worked with a multimeter. I looked through my assortment of TR7 throwout bearings already on sleeves, and found a real good one to use – lubed everything up, and put the throwout system together on the tranny. It is now waiting for an engine to mount to.



The Motor Mounts

Last month I had the mounts mocked-up and took them to Zajbel Machining in Xenia – they took the mock-ups and made mounts out of battleship armor. Laser cut, epoxy painted, and looking good.



Not your stock Stag motor mounts...

Expensive, but nice – can also probably be used as Allison V12 mounts. Most destroyers don’t have steel this thick ☺. Okay back to the engine discussion...

Tale Of Two Engines

Remember this picture:



Tweedle Dee and Tweedle Dumm – but which one is which?

I'm sure you do - I have two engines to choose from, but which is best? As you know, I broke them both down to inspect them. The one I pulled from the running car I found in Hamilton, the other the Bigler's gave to us. Inspection showed both had issues with bore corrosion from sitting with water in the bore, but the running one had real nice main and piston rod bearing wear – very uniform and light, so it doesn't need reground, so we worked with that one first. Turns out that block has issues, so right now we're working with the one Bigler's gave us. We're boring it out 0.02" over (had to re-sleeve one cylinder), putting in high compression European pistons, Redoing the head, new about everything. Carbs (TR4 Strombergs) have been sent to Apple Hydraulics for rebuild. I am losing space on my work bench!



Work bench with parts silently, patiently, waiting...

Besides the engine, I'm also thinking about custom exhaust headers – so if you know anyone in the local area that does this, let me know! I also have to rebuild and lengthen a Stag drive shaft – again, any good places to do this?

More next month!

Notes from Members

From: billblake [mailto:billblake@thekayesco.com]
Sent: Wednesday, July 27, 2011 11:20 AM
Subject: The Bird!!!

Got some preliminary wrap up data on the big #29 Arthritis Show at Dublin. The proceeds are estimated to be around \$125,000 all to benefit Central Ohio Arthritis; sometimes I think I forget that the show is primarily about helping children and adults with arthritis. Jaguar was hosting a national points meet and had 135 cars registered, added to our British with 46 that makes 182 which would be the largest group total. The others: Corvette 107, Mustang 139, Buick 46, PT Cruisers 47 and Porsche 49. Total count was over 1200 cars for the weekend. Plans are under way for a big 30th anniversary show next year, got any ideas?



 From: billblake@thekayesco.com
 Sent: Wednesday, July 27, 2011 11:30 AM
 Name one of the early Romans' greatest achievements.

Learning to speak Latin.





From: MJU [mailto:silverarrowgarage@comcast.net]
Sent: Friday, June 10, 2011 5:33 PM
Subject: Johnson Motors



Los Angeles' home of the original "Two-Tire" discount.

From: billblake@thekayesco.com
Sent: Monday, June 27, 2011 10:44 AM

Vintage races at Mid-Ohio this past weekend were really fun. We had great weather on the cool side; Sunday was spectacular. Lots of TR6s both days in the infield.



From: billblake [mailto:billblake@thekayesco.com]
Sent: Wednesday, June 15, 2011 11:02 AM
Subject: Next Wednesday Tech Session

To All Buckeye Triumph Gearheads, Just to let you know, last night's tech session was a success and lots of fun. I want to thank all who participated and worked hard to remove the TR6's transmission as well as prepare for next weeks installation of the new unit. I am ordering the necessary parts today and expect that they will be here by Monday. I would like to schedule the follow-up tech session for the installation on next Wednesday, June 22 at 6:00 pm.

Bill Reinheimer



From: billblake@thekayesco.com
Sent: Friday, June 03, 2011 8:59 AM

British Car Day 2011, Did you ever see so many Deloreans in one place? Their exterior color matched the skies that day.....



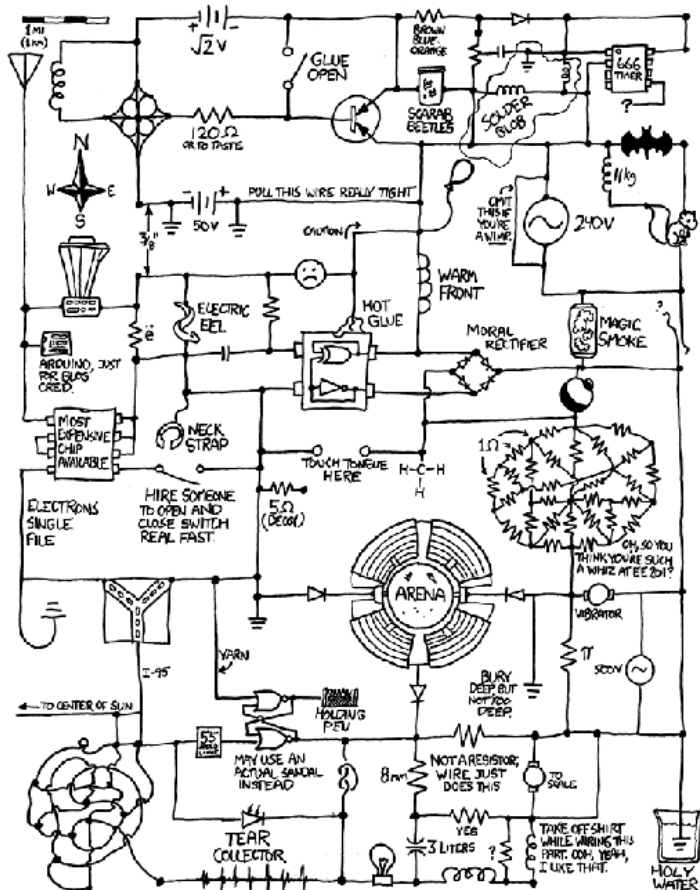
From: hjefferson@my.devry.edu

Sent: Tuesday, May 31, 2011 8:50 PM

Subject: Wiring schematic

One of my coworkers presented this to me.

First thing I thought of was my Spitfires wiring.



R/
Howard Jefferson

From: John VanNorman [mailto:jvannorman@gmail.com]

Sent: Monday, May 16, 2011 4:08 PM

Subject: Last addendum - I swear!

One final addendum on the British Car Show:

Steve and Deb Isaac won 2nd place for their 1971 Jaguar E Type and their grandson took home two plaques for the Rocker Car Races!

And a special thanks to Jason Pigg for picking up and returning the tables for the event!

John

From: MJU

[mailto:silverarrowgarage@comcast.net]

Sent: Wednesday, July 27, 2011 5:51 PM

Subject: Toughest Construction Zones in the World Contest - Detroit Wins

Suburb of Detroit last week.



From: Will Moine [mailto:will@moine.us]

Sent: Wednesday, July 27, 2011 1:39 PM

British Car Day Pittsburgh 7/23/11



(<http://www.pvgp.org/674693113112149/site/default.asp>) was a very warm day.... Apparently it rained first thing in the morning and they did not start allowing cars on to the golf course until around 10 AM. The cars were backed up on Forbes Ave and after sitting in traffic for about 45 minutes the TR6 did not overheat but it did start idling rough and eventually stalled and I had to be pushed to the side of the road. After allowing the car to cool for about 30 minutes it started right up and I was a jerk and drove around the cars that were still backed up and made it to entrance. Any of you that have been to Schenley park know that the british car entrance is up a grass covered hill. The volunteer at the gate said "use the middle path because it is the driest and do not stop"..... famous last words... half way up the hill a golf cart pulls in front of me and almost causes me to get stuck. As usual there were many cars even with the rain in the morning and the heat. British Car day is part of the PVGPweekend at Schenley park and is not just British cars and has representation of all most all of the past and present makes. If you have not attended it, it is worth the drive. You can also watch the Vintage Grand Prix which is going on at the same time. It does however make for a really long day if you drive to it and drive home in the same

day. Plan on getting stuck in Pittsburgh traffic when you leave the park since this is a major draw of people. The TR6 was fine on the way home and we almost made it home before it started raining again...

Round trip it was just short of 300 miles.

From: AWBurtis@aol.com [mailto:AWBurtis@aol.com]

Sent: Wednesday, July 27, 2011 4:22 PM

Subject: Mid Ohio Pics

Hi;

I have attached some pictures I took at Mid Ohio.



Perhaps you can use them in the newsletter.

Al Burtis.

Events 2011 - Bill Blake

Details on the BT web site or email

billblake@thekayesco.com

July 30 Lucas Night Rally

August 1 B&S at Hoggy's Patio Sancus/Polaris

August 6 Dayton British Car Day Eastwood Park

August 13 TRF Summer Party Armaugh, PA

August 15 British Car Night at Quaker Steak

August 20 VTR National Colorado

August 21 Riverside Motors Picnic Delaware

The Central Ohio British Car Council is continuing the tradition of the **Eric Jones' Riverside Motors Summer Party**, which will be held at: 1271 Pollock Rd, Delaware OH 43015

A fee of \$10 per person will cover the event expenses. Any profit will be donated in Eric Jones' memory to The James Cancer Hospital for Mesothelioma
 RSVP by mailing name, address and email address (along with check for \$10 per person) to:

COBCC Summer Party 2011
 Tony & Lynne Burgess
 318 Hampton Park

Westerville, OH 43081-5723

mgohio@aol.com if you have questions.

September 6 **TUESDAY** 6:30 B&S and Cruise In at Wholly Joe's Polaris

September 19 British Car Night at Quaker Steak

September 22 thru weekend 6Pack Trials Galena, IL

October 3 6:30 B&S Chicken Fry at Gillman's

October 8 Covered Bridge Tour of Union County

November 1 SEMA Show begins in Las Vegas, NV

November 7 B&S at Rusty Bucket Worthington Hills

December 5 B&S Meeting September 6



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~~
on sale for \$30.00

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

Contact:

John Schilling

Phone: 614-353-9443

Email: jschilling@designgroup.us.com

Officers and the Fine Print

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

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

General email: buckeyetriumphs@BuckeyeTriumphs.org

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

Our current crop of Buckeye Triumphs Officers include:

President: John VanNorman 614-565-5669 jsvannorman@gmail.com	Vice President: Sean Henry 614-306-7105 seanhenry84@gmail.com
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@columbus.rr.com	Events: Bill Blake (614) 403-1074 billblake@thekayesco.com
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TR2's & 3's:

John Hartley 740-753-1066 email: johnbeckyhartley@sbcglobal.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 vanordergj@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

Comedy Clips

From: Gayle VanOrder [mailto:vanordergj@gmail.com]

Sent: Saturday, June 11, 2011 5:14 PM

Subject: Men who lack female supervision

Men who lack female supervision







From: AWBurtis@aol.com [mailto:AWBurtis@aol.com]
Sent: Friday, May 27, 2011 7:38 PM
Subject: Taking it to the limit

Taking it to the limit

A Florida senior citizen drove his brand new Corvette convertible out of the dealership. Taking off down the road, he pushed it to 80 mph, enjoying the wind blowing through what little hair he had left.

'Amazing' he thought as he flew down I-75, pushing the pedal even more. But looking in his rear view mirror, he saw a state trooper behind him, blue and red lights flashing and siren blaring.

He floored it to 100 mph, then 110, then 120. Suddenly he thought, what am I doing? I'm too old for this, and pulled over to await the trooper's arrival.

Pulling in behind him, the trooper walked up to the Corvette, looked at his watch and said, "Sir, my shift ends in 30 minutes. Today is Friday. If you can give me a reason for speeding that I've never heard before, I'll let you go."

The old gentleman paused, then said, "Three years ago my wife ran off with a Florida State-Trooper. I thought you were bringing her back."

"Have a good day, sir," replied the trooper.

Classifieds

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My parts business is located at 539 Cambrian Road just east of Urbana.

The 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

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