



Buckeye Triumphs Newsletter

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

Sprint Vintage Grand Prix at Mid-Ohio June 20-22nd



There's a wave of nostalgia sweeping America's younger generation, and it's a lot more than recycled hairstyles, sampled music and forgotten fashions. It's

an appreciation for the attitudes and sensibilities of a previous generation. It's called "old school," and it's on display June 20-22 in a major way at Mid-Ohio Sports Car Course during the Sprint Vintage Grand Prix.

The SportsCar Vintage Racing Association and its members bring old-school racing to one of the sport's old-school tracks for three days of good memories, good times and good racing. They put 50 years of racing history in motion once again, with hundreds of vintage racing machines on display and on the track at Mid-Ohio.

With 10 SVRA group races and lots of special feature events on the weekend schedule, there is plenty of action to go with the admiration. Each year a featured marque headlines the ever-popular British Car Showdown or the Concours d'Elegance, and allows fans of all ages to appreciate and judge vintage cars in several categories. It's an old-school love-fest.

The 2003 featured marque is Corvette! The 50th Anniversary celebration continues at Mid-Ohio as historic Corvette nostalgia will overwhelm enthusiasts with Corvette feature racing on-track and displays off-track. Be a part of the celebration!

Bob Mains will lead a caravan on Saturday, June 21st from the McDonald's on 662 South State Street in Westerville (just south of Schrock)

Departure will be at 8:00 AM. Get there early for your breakfast. See you there!

BT Club Meeting for Monday, July 7th

John and Charma Huddy will host the business meeting for the July business meeting. We will plan to meet July 7th at The Pig Iron BBQ, 5295 N. High Street, at 6:30 and begin our business meeting around 7:00.

We will adjourn our meeting to Graeter's Ice Cream in Worthington, and then anyone interested can come to our house to check out John's progress on our TR3.

We would like for everyone who is coming to let us know by Saturday, July 5th. Number is 614-846-2321. We will try to get a group of tables outside, weather permitting

John & Charma Huddy

BT Event for July – Len Immke Classic Auto Show & Cruise In – July 11th and 12th

Classic cars...street rods...sports cars...customs...muscle cars...pro street...pickups...vintage and antique autos...they're all part of the premier car enthusiasts event in Central Ohio. Whether you have a vehicle to enter or just want to enjoy the cars as a spectator, you'll find hundreds of great cars and have a great time at the Arthritis Foundation Classic Auto Show & Cruise-In.

We'll kick things off Friday, July 11, with our Cruise-In, when 1,200 street rods, muscle cars, and other cruisers from the 1920s to the 21st Century will make their appearance. As in past years, 6-foot-high trophies will be given to the top 100 cruise-in cars, and Mike Albert will perform his 'Memories of Elvis' tribute concert. A variety of beverages and food will be available at the concession stands, so plan to come and spend the evening.

Saturday, July 12, will be a full day of our Classic Auto Show, with 20 judged classes of automobiles on display, plus special Show Within a Show groups. Featured Marques for 2003 are Street Rods, Corvette, and Buick (highlighting the Riviera and 1953-54 Skylark). We'll have old-time rock 'n' roll playing all day, then a fantastic live concert by Phil Dirt and The Dozers in the evening.

So come and bring your camera, your friends, and your family. Proceeds benefit the Arthritis Foundation, funding vital research and information.

See you at the show!

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

Editor's Corner

I enjoy reading Peter Egan's "Side Glances" article in Road & Track each month. In the July, 2003 edition he created "Random Reflections at 55" (for his 55th birthday) – I am not reproducing the entire list, but my favorites appear as follows:

1. *Without British cars, my lifetime interest in automobiles and racing would have been reduced in its scope and intensity by considerably more than half. Yet I know all of their faults. Maybe there is such a thing the Druidic Gene. My ancestors, after all, worshipped trees.*
2. *Most of the jokes about Lucas electrics would be better aimed at SU electric fuel pumps, which have caused more sudden roadside stops than the highway patrol.*
11. *Cars have gotten continually "better" but no more fun, beautiful or interesting since about 1968. The same is true of the music emanating from their radios.*
14. *"Ah, but when everything is working right..." is a preamble nearly all of us use when heaping praise on our British cars.*

#14 was my favorite, and I have my own - on several occasions, I have uttered the following words while driving my TR6: "I could drive you anywhere I want – and not think twice about it"

Well – each time I have uttered these words, something has reared its ugly head. My latest occurred just after Easton when she developed a high rev "miss" – (fixed last week by my wonderful son) - the worst being a pinhead size piece of dirt buried deep inside my carburetor (that one required Nelson's help) – I suppose I want the car to know that I love driving it and trust it – but I may stop uttering these words out loud.

Ryan is home for the summer – I finally got to see him on Father's day weekend – I have been traveling quite a bit lately and he has visited Laura in Boardman on the weekends.

He worked on the new 250 today and it is now running great. He tried the 16" Panasports – they looked great but he had some trouble with rubbing – I sense new tire requests in the near future. He took his Mom for a test drive, she made the mistake of asking if the brakes worked – and got a demonstration.

We have probably put about 1,500 miles on my TR6 so far this year. I was in town for one day of the "take your British car to work week" and got to take it to Columbus – I had quite a bit of fun doing that.

Eric Jones "River Run" was fun again this year – but the weather was terrible. My thanks to Eric and Susan for putting together an event that I always look forward to. We need more Triumphs, though....

Easton was very nice as well. Murry Mercier sent along a couple of "aerial" pictures:



I got a picture from Bill Blake from our April outing:



Nelson Riedel is in Africa on one of his engineering "Teaching" assignments through the end of the month – (read into this – we won't have this on the web till he gets back) – he did send along this picture:



and the following comment: *When he drove around the corner, the rear wheel was leaning in and a horrible bearing screeching noise was emitted from the rear hub ---- just like in the US.*

Don't forget to get your Roadster Factory Summer Party Registrations in by the end of the month – the price goes

up from \$89.95 to some unknown, yet to be published, exorbitant amount after 6/30/2003.

My family will be out of town over the 4th of July – but we should be back in town for the club meeting on the 7th – hope to see you all there!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – July 10th, 2003

June Meeting Minutes

Buckeye Triumphs – Minutes of June 2, 2003 Meeting

Members present were: Tim and Lee Swartz, Bill Blake and Kathy Scott, Kevin Eschhofen, John and Charma Huddy, Joe Lynch, Bob and Lisa Mains, Murry and Jacqueline Mercier, Carl and Elaine Moore, Jim and Gayle VanOrder.

Following a delicious meal of brats, burgers and all the trimmings (complete with cheesecake) provided by our gracious hosts Tim and Lee Swartz at their home in Marion, a brief business meeting was conducted by President John Huddy.

John Hyatt and Bill Moine were introduced. John, from Prospect, has a beautiful red 250 which he just finished restoring after 2 years of hard work. Bill, from Ashland, has a 76 TR6 which he purchased on eBay from California. (He didn't have his car with him.) Welcome to John and Bill!

The agenda for the meeting was to basically review our calendar of events:

- TRA National Meet, June 19–21 in Auburn, IN
- Vintage Grand Prix at Mid-Ohio, June 20-22
- July business meeting, July 7, hosted by Huddy's (details to be announced)
- The Arthritis Foundation Car Show, July 11-12, (Bill Blake has info.)
- Driving event, July 19, hosted by the Gay's (details to be announced)
- August business meeting, August 4, hosted by Bill Blake and Kathy Scott, at The Corner Café in Delaware.
- The Roadster Factory Summer Party, August 7-10 (we will caravan, details to be announced)
- Potential driving event in mid-September to see Tall Ships, suggested by Bob Mains. (check out www.tallshipsohio2003.com)

Thanks again to hosts Tim and Lee for a wonderful evening!

Minutes submitted by Charma Huddy for Margo Washburn

President's Corner

Since our last newsletter, two big British car events have taken place: "River Run" and the Easton Car Show. "River Run" is the 300+ mile "fast driving tour" put on by Eric

Jones and his wife, Suzanne Logan. It varies somewhat each year, but it is always a journey through some of Ohio's twistiest roads starting from Grove City south to the Ohio River. This year, we met at Bob Evans on Stringtown Road and we left in small groups at about 9:00 AM. The only other BT folks who went were Bruce Miles, who was traveling solo, and Rod and Pat Yost. Due to the awful weather forecast, Charma and I decided to drive our Mini, which proved to be a good call. We started by going south on I-71 and getting off at Route 62.

By the time we exited the freeway, it was already raining. Our small touring group was initially led by Bruce, but later, he asked us to lead because he was both driver and navigator. Although it was raining hard at times, we still enjoyed driving on the switchback roads and I had an opportunity to really test the Mini. Our group made it to the Ohio River about noon and we were able to get on the ferry to Augusta, Kentucky almost immediately. Augusta is a quaint, old river town which caters to the tourist crowd. There are several gift and antique shops, Bed and Breakfast Inns and the "Bee Hive", which is an old Inn that was built in the late 1700s. We had a very nice lunch, and then, cruised along the Kentucky side of the River to Maysville.

Our route instructions had us crossing back into Ohio at Maysville, but the bridge was being rebuilt. We went back west and crossed back about 18 miles from Maysville. Once back into Ohio, we drove along Route 52 and we stopped at the Moyer Winery for dessert and a bottle of wine. We weren't in a hurry, but their service was slow as hell. We ended up spending more time at the winery than we had at the Bee Hive. By the time we got back to our cars, it was raining buckets. Bruce, Rod and Pat decided to skip the tour through the Shawnee State Forest and head straight to Route 23 and home. Charma and I decided to stay the course and ended up driving on some beautiful, but flooded roads. While driving on the Ohio side of the river, we heard a radio announcement that a tornado had been spotted at Maysville, Kentucky. Oops!

At one point, we came across one of our course roads which was closed due to high water. We backed up a short distance to a local gas station/sandwich shop/bait store to ask directions. While we were inside, I looked out to see a water-logged "Bugeye" Sprite limping into the parking lot. The car stalled right behind our car (naturally). The driver came inside and we both got directions. The rain subsided somewhat and we were able to get the "Bugeye" started without much trouble. We had him lead in case he stalled again (which he did). Once we made it to Route 23, we lost the Sprite in Waverly traffic. We continued north on Route 23 and picked up the "Bugeye" just south of Circleville. The planned last stop was to have dinner at a restaurant in Circleville, but we decided to keep going because it was about 7:00 PM and we figured everybody would be long gone.

We continued going north and waved goodbye to the Sprite driver at the 270 Outerbelt. Charma and I made it home about 8:00 PM, tired but happy that we had gone. We checked our odometer and we had traveled a total of

340 miles. We would highly recommend that BT members participate in the River Run next year. (Everyone has their own route instructions and you don't have to try and run with Bruce and I.)

The following are photos of the BT cars on the ferry and the "Bee Hive" Inn:



The Easton Car Show went pretty well considering all the rain that we had during the month of May. The 18th of May started out raining early on, but quit before the official show start at 9:00 AM. We had a total of 312 vehicles registered, although a few pre-registered folks failed to appear. (That's OK because we still got to keep their \$.) As usual, there were a boatload of TRs and MGs, along with Healeys, Jags, Land Rovers, Sunbeams, Loti (which is the plural of Lotus?), Classic and New Minis, Brit motorcycles and a strange assortment of other British machinery. It appeared that there were a decent number of vendors, but I didn't have time to go shopping. The participant popular voting was ended at 1:00 PM to allow the ballots to be separated and counted. Awards were given out about 3:00 PM. The only BT members that I can recall who won were Ron Fowler, with his tidy little blue "Spridget" and Al Beery, with his beautifully restored TR3A.

A very rusty and ratty (and most deserving) TR3 from Mechanicsburg took "Diamond in the Rough". I was around when it was started and driven off of a flatbed truck. (Easton won't have to worry about fogging for mosquitoes all summer.)

I should mention that there was a very nice "meet and greet" affair held the evening before at the Country Inn host hotel. The local MG club sponsored the whole shebang and they did an excellent job. Some of the MG ladies had prepared sub sandwiches, chips, pretzels and veggies for an army. Also, there was plenty of pop and beer. Tony Burgess, MG, Morris and Mini guru, told me that there were 82 people and they will have to get a larger place next year.

Many thanks to Bruce Miles and Margo Washburn for their assistance at the Easton registration table. It got pretty busy from 9:00 AM until noon and we greatly appreciated their help. (Next year, how about some of you other slugs helping out - Charma and I would like to be able to enjoy the day, too!)

Kudos to Tim and Lee Swartz for hosting the June BT Business and Social Meeting on the patio of their beautiful home in Marion. All in attendance were treated to Southern hospitality, excellent food and spirits. We met two new TR people who will likely become BT members. One of the new guys, John, just finished a 2-year restoration of a basket-case TR250 that is now a certain trophy winner.

Later this month, I am trailering my Cushman "Eagle" (with my TR6) to Indy to attend the Cushman Nationals. I am busy converting my camping trailer to a scooter hauler. I will participate in the scooter Nationals and then drive to Auburn to attend the TRA Nationals. Charma will join me in Auburn, and then, we will both drive to Mid-Ohio to see the last day of the vintage sports car races.

Reminder: Don't forget to register for the Len Immke Classic Cruise In and Auto Show on July 11th and 12th. This year, there will be a British car "coral" with all marques except Jaguar (because they will be conducting their own regional meet).

See you on the road.

John - jhuddy@columbus.rr.com



May 2003: By Bruce Clough (clough@erinet.com)

TR Noir – For Spring! The Saga Continues

Oh let's see, where were we? I know, from last month I stated:

So, the exhaust is back on – only the generator, then the carbs to go... Okay, I need new rear bumperettes, and the seat cushions could be former. Radio would be nice. Details, details!

Generator

So let's start with the generator. I heard a noise I didn't like towards the front of the engine. From listening to different items with a stethoscope I had determined that the front bearing on it was going bad. This made me happy since it's a pain to replace the water pump. Besides, I had a bearing already.

Nice try. After getting the generator off and grinding off the rivets which hold the bearing in I note it has to be pressed off, and my press doesn't fit it well. This has to go to a shop... Forget it, I get out my TRF Catalog, er, catalogue, and find out that they have rebuilt and new later starters, and they are in stock! Wow. I ordered one of each.

They promptly came via Mr. UPS the next week. Inspection showed the rebuilt generator to indeed be well rebuilt, and the new generator was new, but not Lucas. Probably means it will last longer. I decided to put the rebuilt unit in the car. New one went up on the shelf next to the alternator I never got around to putting on the TR4.

Now I had to do a slight modification. Early generators had threaded posts with nuts on them to hold the wires. Later ones used Lucar (spade) connectors. I had to solder on a couple of spade connectors and insulate them with shrink-wrap. Big deal – I can do this stuff in my sleep

Okay, so it's not original. Shoot me – okay, so maybe not shoot me! I need something to work good since I plan on driving this car. I am not going to concourse with it, and without knowing the particulars about Early TRs, it looks like it belongs. I've never been a stickler on dead-set

originality even when I was a Concourse Judge for both TRA and VTR. Function over form anytime, baby!

As with all "new" generators, I had to polarize (generate a residual magnetic field in the unit. Touched the field terminal to the negative terminal (remember – positive earth) of the battery for five seconds. Did the trick – charges the first time when I started the car.



New Generator Ready To Charge!

Rather than sending the core back (\$25 core charge, you pay the shipping) I put the old one on ebay and got a bid for \$25 – actually made off better than sending the core back since the bidder paid shipping. What a deal...

Carbs

Those carbs were leaking like a sieve around every gasket. I tightened things down as much as I dare with old cast aluminum, but they still leaked. From where the float bowl attaches and the jet pipe assembly dohicky, gas gushed. In fact, I could actually easily rock the jet pipe assembly side to side, more gas escaping with each rock.

This ain't good...

Since the carbs are right on top the exhaust manifold and near the generator (heat and ignition source), this is not a great place for leaking gas. Something had to be done. Well, I had just got done rebuilding the carbs, and I know I can't tighten those bolts more since the old cast aluminum will strip. What to do....

Fine, I know these old carbs are worn out. Therefore new is certainly an option. I'll order new ones and not eat for a few months. Got out that catalogs – Moss lists new carbs, so does VB (can't find them in the TRF catalog). Since I fond Moss first I'll call them. Sould be a simple thing to order.

NOT

Even Moss had them on backorder – so I put my self in line for a pair (\$900) when they came in (about 6 weeks according to the voice on the other side). What to do now...

Well, since I have 6 weeks, and TRA will be long gone by then, I needs to run with what I have, so I decided to get

back to the old carbs. If I could fix them I always could cancel the backorder.

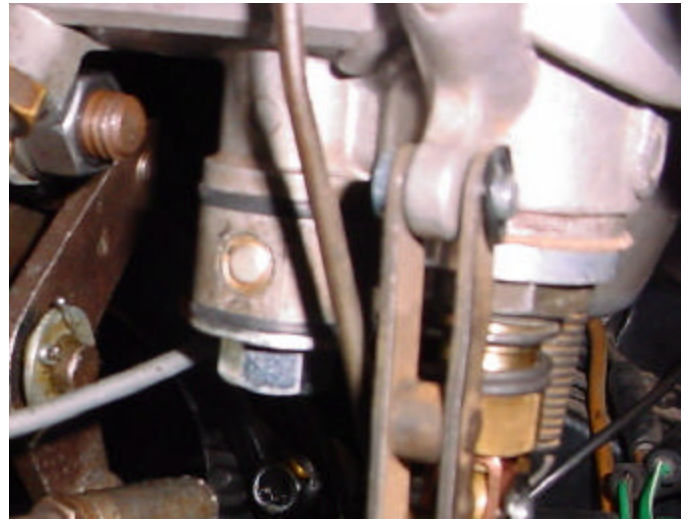
If I could fix them...what a comment coming from a guy who has done numerous frame-up restorations over the years. Of course I can fix them!

So off the car they came, along with the linkages, and apart they came for inspection. This time I REALLY looked at each part, analyzing fit and function – seeing where the leaks were coming from and why.



The picture above shows the offending parts, which made using the existing carbs very ugly. These were either the leakers, or caused bad adjustment. The four washers to the right are what seals the bottom of the float bowl from leaking (3 fibre and one brass). The two identical washers (fibre) in the center of the picture seal the banjo fitting where the gas line attaches. The skinny metal (aluminum) washer to the left center seals the top of the jet pipe assembly. And as one can see, the choke linkage between carbs has seen better decades (rod and end above and the two pins to the lower left). Now, Moss had a new choke linkage, so that was solved. I needed to stop the leaks (it was especially infuriating since the car ran nice!)

Float Bowl – rather than make more compliant gaskets for the existing mount, I went ahead and ordered the banjo fitting, cupped washer, and rubber float bowl seals of the H6 put on the TR3. It fit the H4s without any trouble, and provided a great seal. See for yourself:



New Float Bowl Mounts On Old Carbs

That fixed one leak. For the banjo fitting at the fuel line I went to my trusty box of Buta-N O-rings and picked a size that would work – and it did!

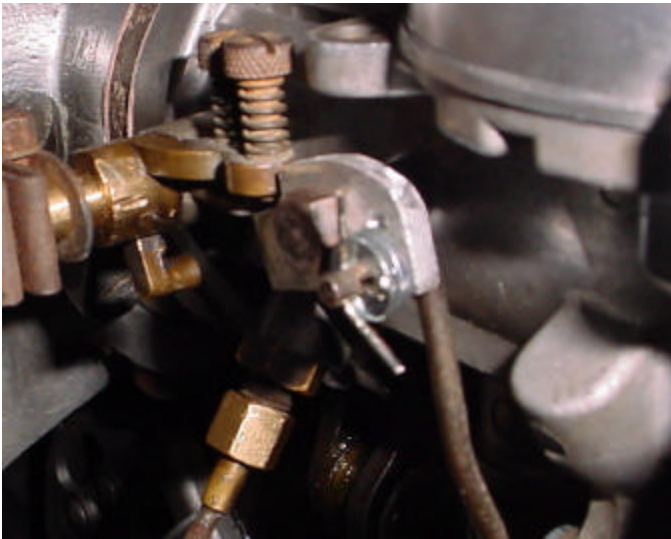
I did the same thing for the upper seal on the jet pipe holder. Now it didn't move, and no gas came pouring out. Wonderful, almost done, now to fix the choke.

Fix the choke? Oh, I forgot to mention that when I rebuilt the carbs I was a bit off on fitting the idle screw arm to the throttle shaft. This forced the fast idle screw holder against the cam on the side of the carb. It revved way to high with the choke out even at the lowest setting. I tried to bend the existing one enough to clear, but no way. I tried to cut down the existing cam. No way Joseph! I had to make a new cam – fortunately I have enough aluminum bar stock sitting around to do about anything.

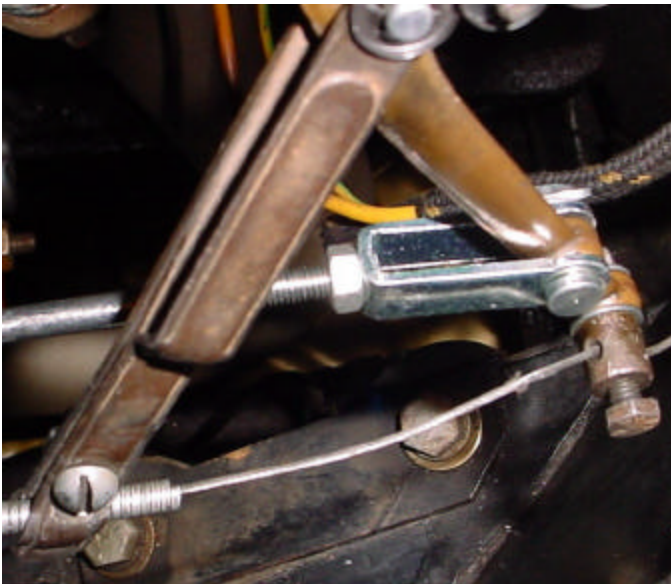
So, one weekday morning at 4 AM (the only time I have to wrench anymore) I made a cam and put it on. Idled nice the first time out. How did that happen?

Last step on the carbs was to put on the new cross linkage. Well guess what, it's not quite long enough to give me some adjusting room. Rather than run out and get another rod to thread I decided to use one of the linkage ends from the old one that had the jam nut brazed to the fork. That gave me another 1/8" of adjustment room and saved the day!

A final start-up of the car showed no leaks, smooth idle, decent acceleration, and a happy Bruce. Now to cancel that Moss backorder before \$900 of carbs showed up on the front porch!



New Fast Idle Cam On The Front Car – Made While Most Of You Were Still Sleeping!



New Moss Linkage. Shiny – Good Thing I Didn't Take A Picture Of The Other End...

As I mentioned, I had ordered a set of carbs from Moss – new H4 carbs. New \$900 H4 carbs. When I tried to cancel the order the very next day since the buta-n gaskets and different float bowl mounts solved my leak problems I found out that the carbs had been shipped already. So much for the 4-6 week ordering time.

As Moss said, they showed up Friday right on schedule. I sent them back, but before they went I examined one of them



Brand-Spanking New Moss Motors H4 SU Carb Just For The TR2

On first look it was very nice, but after a couple of minutes examining it I found these differences from the original:

- Top piece (piston cover) highly polished, rest of body looked like it was bead blasted. Float bowl looked rough cast.
- Overflow pipe was loose – bad solder joint – original was brazed.

Functionally, it seemed fine once you got past the loose overflow pipe it was fine. I had read about some not so nice new carbs from some source I forgot, but these seemed useable as is.

Oh, what else???

...Okay, I need new rear bumperettes, and the seat cushions could be former. Radio would be nice. Details, details!

Bumperettes

This winter when I was looking over body stuff on the car I forgot to order new rear bumperettes. The one on the right was losing chrome, and the one on the left had a small bit of pitting. Again, went to my catalog selection and found new ones at Vicky Brit. Mr. VISA got them here, and on

inspection they looked fine – good chrome, no dents, holes for bolts fine. Installation was a breeze, and I sold the old ones on ebay for about what the new ones cost. Gotta love it...

Sound System

I have to have music while I'm TRavelling. Seems kinda silly, and I get a ribbing from folks who think that all one needs is the rumble of tuned exhaust, but I want tunes in the car. So, where do you stick it in a TR2? Where do I put the holes in the body to mount the unit – in fact, I need to buy a unit since the one I have eats tapes. Oh, and do I want tapes or CD? I have a portable CD player I could use, and most of my bluegrass is on CD, so I guess the CD player can do. I also have a portable AM/Fm Cassette player for the times I don't want to be CD'ing.

Okay, so I'll run a line from the portable into a hidden amp and then put speakers behind the seats. I just need to try and hide them good enough so it doesn't look like I went to the stereo store and the installed the latest neon aftermarket system into a Honda (hmm, but a V-Tech TR2????). Cheap is the work here, so I wandered into Pep Boys and found an amp with the right kind of "Goes Intas" and "Comes Outtas" for \$30, cheap speakers another \$30 - \$60 in all for all the parts I needed. Try that at Sound Waves!

I mounted the amp on a wooden platform under the battery box. Why wood? Isolation – the amp is negative ground while the car isn't. Why under the battery box? Hard to see the amp, and the amp mount screw holes are hidden by the battery...not that I'm trying to stay original, but the blue of the amp clashes with the black of the rest of the car...

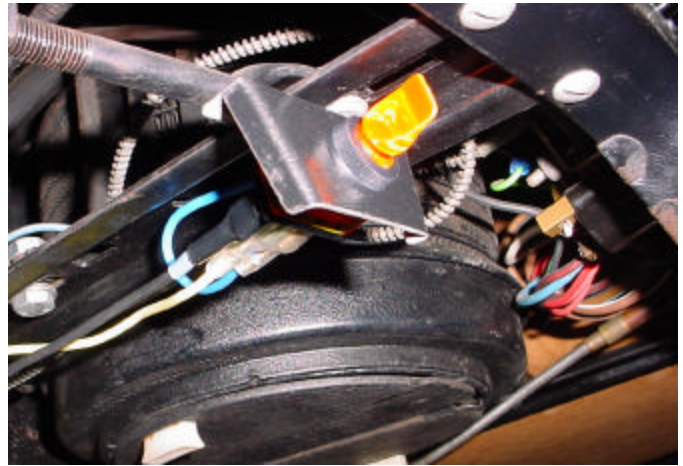


Amp in place under the battery box.

I arranged for the wiring to come neatly from the passenger's side, but before I could attach the wire I had to figure out where to put the power switch.

Power switch? Yes, I want to be able to play the radio or CD player without turning the car on, which means I have to run a separate wire, switch and fuse for the amp. The hardest part of this is locating the switch where it will be kinda out of the way (for looks), but won't hit my knee (for keeping blood, and pain, down). As luck had it, I had a lighted switch with a bracket, I just had to locate it.

And locate it I did, attached it to the underside of the right heater core mount brace, which just happened to have a hole that fit the bracket's hole.



Amp Power Switch – Look Ma, No Blood!

That left the speakers to locate. I speakers I picked (the cheapest ones I could find) were Pioneer surface mount units. These had the wonderful attribute of being black also, so in keeping with the car. I don't want to drill holes in the car, which feeds right into a strength of these speakers, you can attach Velcro to the bottom and stick it to the carpet that way...which I did.



Speakers Behind The Back Seats, Back In Black...

Sound check showed that it sounded okay – not like a home stereo, the \$30 speakers kept that from happening, but good enough for listening on a trip. You can even hear the high lonesome sound when on the interstate. Now to electrify the mandolin so I can play it through the car....

Officers and the Fine Print	
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2003 British Car Events		
Date	Event	Contact
Sept 15-21		<p>Mid-Ohio Sports Car Course</p> <p>1-800-MID-OHIO</p> <p>www.midohio.com</p>

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).

2003 British Car Events		
Date	Event	Contact
June 20-22		<p>Mid-Ohio Sports Car Course</p> <p>1-800-MID-OHIO</p> <p>www.midohio.com</p>
July 11 th and 12 th	<p>Len Immke Auto Show – Dublin Metro Center – Dublin Ohio</p>	
August 2 nd	<p>Dayton, Ohio British Car Day 2003</p>	<p>Miami Valley Triumphs & MG Car Club</p> <p>http://www.miamivalleytriumphs.org/</p>
August 2 nd	<p>Cleveland British Car Day XVII At Shaker – Cleveland, Ohio</p>	<p>Northeastern Ohio British Car Council</p>
August 7 th – 10 th	<p>The Roadster Factory Summer Party</p>	<p>The Roadster Factory</p> <p>1-800-678-8764</p> <p>www.the-roadster-factory.com</p>

Comedy Clips

From Nelson Riedel:
House in the country \$1 Million
Three luxury cars \$150,000 Leaving town during a cold Wisconsin winter without turning off the water pipes in your garage PRICELESS!



Editor's Note – We'll leave off Nelson's comment on German engineering

Also from Nelson:



He says this picture is self-explanatory...

...and now a story from my friend James Franchello:

A shepherd was herding his flock in a remote pasture when suddenly a brand-new BMW advanced out of the dust cloud towards him. The driver, a young man in a Broni suit, Gucci shoes, Ray Ban sunglasses and YSL tie, leaned out the window and asked the shepherd, "If I tell you exactly how many sheep you have in your flock, will you give me one?" The shepherd looked at the man, obviously a yuppie, then looked at his peacefully grazing flock and calmly answered, "Sure."

The yuppie parked his car, whipped out his notebook and connected it to a cell phone, then he surfed to a NASA page on the internet where he called up a GPS satellite navigation system, scanned the area, and then opened up a database and an Excel spreadsheet with complex formulas. He sent an email on his Blackberry and, after a few minutes, received a response. Finally, he prints out a 150-page report on his hi-tech, miniaturized printer then turns to the shepherd and says, "You have exactly 1586 sheep." "That is correct; take one of the sheep." said the shepherd. He watches the young man select one of the animals and bundles it into his car.

Then the shepherd says: "If I can tell you exactly what your business is, will you give me back my sheep?" "OK, why not." answered the young man. "Clearly, you are a consultant." Said the shepherd. "That's correct," says the yuppie, "but how did you guess that?" "Well" answers the shepherd. "You turned up here although nobody called you. You want to get paid for an answer I already knew, to a question I never asked, and you know nothing about my business."

Now give me back my dog.

Classifieds

These classifieds are free to BTC members, given, of course, that they relate to Triumphs, and are for private (not business) use. No, you cannot sell that old couch here! We'll run classified ads for two months, beyond that you'll have to ask for an extension.

Triumph Repair from Ryan Miles:

Do you have projects that you want to do on your Triumph?

Rebuilt suspension, hydraulics, brakes, carbs. (Sorry Bob – no Webers)

Put some performance modifications on your TR6?

Please contact club member Ryan Miles to discuss your projects. H: 740-587-4179 Email: rjmile@yahoo.com

For sale:

1. Six 16 ounce spray paint cans of TR6 white Dupont paint. This is the equivalent of a quart of paint. Price \$75.
2. For sale: Luggage rack in good condition. \$50.
3. For sale: Interior New Tan carpet set. Like new condition. \$50.
4. For trade only. Tonneau cover for complete cockpit in New Tan in really good shape. Trade for early TR6 Tonneau (no seat humps) in black.
5. Wanted. Black boot cover in good shape.

Steve Hughes

H: 614-848-9741

W: 614-213-7430

PARTS...PARTS...PARTS - Triumph and LBC parts available... New, Used & NOS... The Roadster Factory, Moss & Victoria British items at discount prices.

Many common parts in stock.

Doug's Parts 614-878-6373 Braden.13@OSU.edu

<http://www.triumphparts.com>