



Buckeye Triumphs Newsletter

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

Winner of VTR Best Newsletter Award – 2003!

22nd Annual Immke Classic Auto Show Friday and Saturday – July 9th and 10th

Mark your calendars and join us in 2004:
 July 9 & 10

Dublin Metro Center - Dublin, Ohio

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 9, 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 10, 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. We'll be celebrating the 40th anniversaries of the Pontiac GTO and Ford Mustang and the 100th year of Rolls-Royce. There will be 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!

Details can be found at: <http://arthritisautoshow.com/>

Editor's Note: The Arthritis Show is one of our "founding" events and a very worthy cause. Our July meeting will take place sometime on Saturday. I hope you all can join us

VTR National



This is the latest in a series of updates highlighting the 2004 Vintage Triumph Register National Convention, Wednesday, July 14 through Saturday, July 17, 2004, at the Richmond Sheraton West Hotel in Richmond, Virginia.

Registration: More than 350 folks have already registered for VTR 2004. What are you waiting for? There's still time to register! Do so on-line at www.vtr2004.com. If you don't want to register on-line, mail us a registration form (downloadable at www.vtr2004.com), but please do so in time for us to receive it before July 14. We'll even accept walk-up registrations at the convention up to 6 p.m. Friday, July 16. There are still hotel rooms available. Find out more about hotels at www.vtr2004.com.

Italias At VTR 2004 – Italia is the featured marque at VTR 2004. Five are registered so far, so don't miss the opportunity to see this rare Triumph.

Historic Plantation Tour – Join us on a scenic tour to Berkeley Plantation, built in 1726 on the banks of the James River between Richmond and Williamsburg. President William Henry Harrison was born at Berkeley, and the first bourbon whiskey in America was distilled there. "Taps" was composed at Berkeley in 1862 during the Civil War by a Union Soldier encamped at the plantation.

Convention Schedule On-Line – See all VTR 2004 events on the daily schedule now listed at www.vtr2004.com.

Check www.vtr2004.com for regular updates. For more information, contact the Richmond Triumph Register at 804-746-9409 (voice or fax) or e-mail us at info@vtr2004.com.

Ten days to go!

**Expect More in 2004!
 See you in Richmond!**

Editor's Corner

I guess I have to start out this edition on a sad note. Club member Bill Seegers passed away on May 27th. Bill had been fighting a long battle with cancer. Bill bought his TR6 from Doug Braden several years ago, and he had used my son Ryan's services to install a rebuilt engine and perform several suspension and brake upgrades. When he was done, Bill had a really neat car, and you could often see him buzzing around Granville in it. Bill decided to sell the car earlier this year and we helped him get it ready to go. It was really hard to see Bill slipping away – we will miss him. Bill is survived by his wife, Marilee.

I also heard from Bob Mains at the end of June that club member Sam Halkias's mother passed away in June. Our thoughts go out to the Sam and his family.

Ryan and I made it to the Vintage Races up at Mid-Ohio. Ryan knocked out the fender from the dear incident and brought the 250. After a few electrical issues to start with (faulty coil – luckily we had a new sport coil on the shelf) we were on our way. The “beast” engine that he built for this car (let's see – ported and polished head, headers, 11.5:1 Compression, hepolite pistons, Richard Good triple strombergs, GP3 cam, Ted's roller rockers, aluminum flywheel, balanced) now has about 1,000 miles on it and is running great. It's a good thing he put the gear reduction starter that he bought from Ted Schumacher on it – I'm not sure that a normal starter could start this thing.

We lucked out on the “parade” laps. (There was no repeat of the incident 2 years ago, but everyone seems to remember and ask Ryan about it.) They ran the laps in 2 groups, and we were in the 2nd – what a hoot. I think I heard club member John Hyatt getting out of his 250 saying “now that was a parade lap”. On Sunday our friends from West Virginia sat out the parade lap and were watching over by the “esseses” as Ryan held back and went through at a good clip – they said that it sounded nice.

Ryan is working as a car salesman at a car lot over in Heath – their name is Auto Unlimited (located in Heath – 740-522-9120 ☺) – it's a new operation and he is working hard to try to get things up and running. In the evenings he is trying to find the energy to work on things. We now have all of the replacement parts for the 250 and he should be stripping it down any day now.

I was unable to make room in my schedule for the TRA event that Bruce Clough sponsored this year – I also will be unable to attend the VTR event in Richmond. I am making an effort to make it to TRials in September. Something inside of me keeps wanting to go to Pennsylvania in August – too bad TRF had to pull the plug this year – I really enjoy seeing everyone at the Summer party. Not this year.

I hope you can come to the Arthritis show this weekend, there are always so many interesting cars there – and the venue is also quite nice.

Well – that's all of the ramblings from me this month.

I hope to see you at the Arthritis show!

Bruce Miles bmiles@IN7Info.com

Next Newsletter Article Deadline – July 25th, 2004

President's Corner

(or the ravings of a BT madman)

As many of you know, Charma and I just returned from a trip to Ireland, England and Scotland. We were on a tour with a few of my high school friends, their spouses and a couple of singles. We had a great time, but the tour company crammed too many places into the days we were there. We flew over during the night, but most of us were unable to sleep. As a result, our first day was a bit dodgy. After landing in Shannon (Ireland) airport, we got a quick briefing, and then, we were off on our bus to Killarney making brief stops in Limerick and Adare while enroute. While staying in Killarney, we did the “Ring of Kerry” which is a 100 mile circuitous trip around County Kerry. Our first potty break was at the “Red Fox Inn” where they were serving Irish coffee (which is coffee and booze). While stopped for a photo opportunity, we saw a bunch of classic (“real”) Mini Coopers coming down the road on an apparent tour or rally. Ireland is about 40 shades of bright green and it is quite something to behold. Like the other British Isle countries, Ireland's roads are narrow with stone fences or hedge rows to snag you, should you wander very far from your driving lane. While doing the “Ring of Kerry”, we stopped at a sheep farm and saw an amazing herding demonstration as performed by a farmer and his two highly trained border collies. Other Irish highlights were kissing the “Blarney Stone” at Blarney Castle, the Rock of Cashel, (which is another castle in Tipperary), Dublin and the millions of places to have a pint of Guinness. (In Killarney, every other establishment is a pub.) After a tour of Dublin, Charma and I walked around the town on our own for five or six hours seeing the sights and shopping. From Dublin, we were taken on a short drive to catch a large catamaran across the Irish Sea to Holyhead, Wales. Wales wasn't part of our trip, but we had to drive through the northwest section of it to get to the lake country of England. We made one potty/shopping/lunch stop at a place named “Llanfairpwllgwyngyllgogerychwyrndrobwilllantysiliogogoch”. No joke, that is the real name of the place and it is a railway station with (surprise!) the longest name in Great Britain. (The translation from Gaelic is: The church of Mary in the hollow of the white hazel near the fierce whirlpool and the church of tysilio by the red cave.) From whatever they call that place in short, we pushed on to the lake district of England and stayed in a charming turn-of-the-century hotel. Unfortunately, we only spent one night at the “Lodore Falls” Hotel in Keswick. Naturally, it was raining, so we couldn't fully enjoy the unbelievable surroundings with a lake in the front and mountains in the back. The next morning, we were back on the coach for a long ride north into Scotland. My heavens, I have never

seen so many sheep in my entire life! My Scottish ancestors must have been a hearty lot because Scotland is one country of rugged terrain. While we were there, we had to don sweaters and jackets every day. I can only imagine how cold it must get in the winter. (The Highland cattle grow shaggy hair to stay warm.) Our next stay was in Edinburgh where we stayed in a Hilton hotel that was once a series of "brownstones". Our room was nice, but the restaurant and pub were across the street. Edinburgh is a bustling city with a volcanic rock mountain and a castle smack in the middle of it. Actually, the castle was built first and the city formed around it. The castle was built in the eleventh century to defend against marauding Vikings. (Those wacky Saxons!) At one time, the entire city was surrounded by a stone wall and parts of it still exist. While in Edinburgh, we got a guided tour of the city, and then, we were free to roam on our own in the afternoon. Charma and I enjoyed a pub lunch, and then, we visited the grave of "Greyfriar's Bobby". (Bobby was a scruffy little Skye Terrier who was owned by a Scottish police officer in the 1800's. The officer died when the dog was only two or three years old. Bobby followed his master's funeral caravan to the cemetery and he slept on his master's grave every night for the rest of his life (and he lived for another fourteen years). Talk about devotion! After Bobby died, he was buried in a nearby churchyard and people leave flowers and mementos on his grave to this day. About 35 years ago, the locals even erected a monument to honor Bobby and we had to get photos of it (even though it was raining buckets). Our last two-night stay was in Fort William, which is a small, but scenic village in the Highlands. It is located at the base of Ben Nevis, which is the tallest mountain in Scotland. After a few side trips, we made a journey to the Isle of Skye. In my estimation, we could have skipped that trip because there isn't much to see besides sea birds and a single castle which is no longer inhabited. Our final day of touring was spent winding our way to Glasgow, stopping in a few photogenic spots like Portree. (While on a 30 minute stop, I managed to buy a Harris tweed sport coat that may be with me until death do us part.) We arrived in Glasgow shortly before dinner time, so we didn't get to see much of it. After dinner, our trusty English guide, Dominic, took us for a walk and we got to see the seedier side of the big city. The next morning, we were off to the airport for a 7 hour plane ride to Philly. All-in-all, it was a great trip. We enjoyed lots of spectacular scenery, excellent meals and good spirits (both emotional and bottled).

Why did I write the above travel log? It beats me except that we just got home and we are still basking in the glow of our British Isles "holiday". Even though it isn't cheap, I would like to suggest that a trip to the any of the British Isles is well worth the cost. The Merciers, John and Becky Hartley and all of the Fowler clan are going to England this month to attend the TR Register International Weekend and Triumph World Picnic in Malvern (among other things). Also, Joe and Dottie Richards are guests of the TR Register and the club is paying the cost to ship TS1 (Joe's

restored first production TR2) to England to join up with TS2 for the first time since they were hand-built over 50 years ago. I would love to be there to attend that momentous occasion. Take lots of photos, folks.

As you should be well aware, this Friday and Saturday is the Arthritis Foundation Classic Car Show and Cruise in at the Dublin Metro Center. Murry Mercier and Bill Blake have been keeping us abreast of the plans all year and it is finally upon us. Unlike previous years, there will be a combined British car area instead of individual marque spots. The only exception is Jaguar because they will be hosting their own regional event. The Friday evening Cruise-In will attract about 1,000 vehicles and will include entertainment by Mike Albert, the famous Elvis impersonator. The actual car show will take place on Saturday followed by tunes from "Phil Dirt and the Dozers". Although the pre-registration deadline has come and go, I would encourage you to attend this very well organized event. It has been one of Charma and my favorite summer events for years.

Well, it is time to end my rambling. I need to get the "mighty" Cushman out of the garage for some tuning and clean-up work to prep it for my ride in the Upper Arlington July 4th Parade (which will actually take place on July 5th).

I hope to see many of you next weekend.

John

BT June Meeting Minutes

Minutes of the Buckeye Triumphs meeting, June 8, 2004

The short meeting was called to order at 7:50 at the Quaker Steak and Lube Restaurant on Polaris Parkway. There were 24 people in attendance. Thanks were given to Jim and Margo Washburn for arranging the meeting site.

First on the agenda were comments about the Easton British car show. There were 357 vehicles out of 377 that were registered. John Huddy bought a great book and was showing it off and he also picked up an electric scooter :)

Those who attended the "River Run" had a great time. Some commented that the drive was a little longer than usual, but all enjoyed it. Of course, there was the mandatory stop at "Tom's Ice Cream Bowl" on the way back!!

All were reminded of the TRA Nationals to be held in Springfield later in June and there is to be an American LeMans race on the 27th at Mid Ohio Raceway. Elaine Moore announced the "British Invasion" music festival to be held June 13th. In July, of course, is the Immke Arthritis Show.

There will be a parade on the 4th in Dublin to promote the show and the event will be held starting on the 9th. The show will be honoring Len Immke. BT and COMG will host the all-British section.

On the 18th is the Cincinnati British Car Day.

In August are the Dayton show and Eric Jones' Summer Party on August 22nd at his house in Delaware.

We were also all reminded of "Trials" in September in Door County Wisconsin, reportedly to be a great place to visit.

Finally, we were saddened to learn of the passing from cancer of Bill Seegers on May 27th. Our prayers go with the family.

The meeting was adjourned at 8:07. Respectfully submitted, Margo Washburn, Secretary

Respectfully submitted, Margo Washburn, Sec'y

The Pantera escapade - Part 2

by Steve Hughes

Editor's Note – Member Steve Hughes has come through with a couple of interesting stories – Thanks Steve!

In my younger years I helped start a sports car club in Springfield, IL where I grew up. It was called the Sangamon Valley Sports Car Club. This is one of the stories from those early years. This is the second story I have about the dentist with the Pantera.


One month a friend of mine and I were heading a TSD (Time, Speed, and Distance) road rallye for the club. For those of you that don't know what this is, it is a course mapped out that only gives you clues on completing the course, i.e. Right at T, left first op, etc. Well, the first step of a road rallye is always an odo or odometer leg where you match or calibrate your odometer to the odometer of the car that setup the course. The odo leg is always very straight forward and easy to follow.

Up to the start point comes the dentist and his wife in their Pantera! Everything seemed ok as I started them out, but little did I know what lay in store just a little while ahead. I started four more cars out (about 12 minutes) When I get a radio call from one of the cars, He told me that he had picked up the dentists wife and that she was crying and that her husband had kicked her out of the Pantera because she couldn't read a map and he was going to finish all by himself. I told my friend to bring the dentists wife to me and I would restart him when he got there.

In the meantime I started the rest of the cars on the rallye and just as he got there I got another call from another car telling me that he saw the Pantera flipped over in a wheat field. When his wife got there, I went to find the dentist and his Pantera. When I found the car it was definitely flipped and the dentist had been taken to the hospital with minor cuts and bruises. In the meantime I looked around to try to determine what happened. From the looks of the skidmarks and the ruts in the field we determined that the dentist was going about 60 mph in reverse when he lost control of the Pantera. I guess he was trying to roll the miles of the odometer - and this was just on the odo leg.

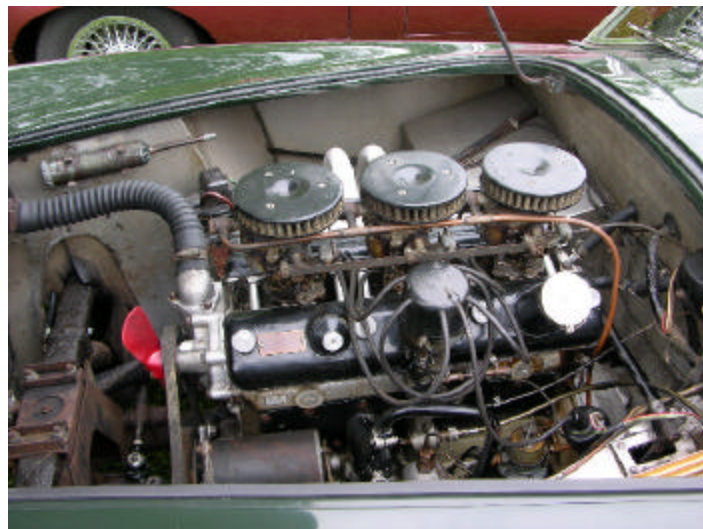
Needless to say, that was the last time we ever saw the dentist or his Pantera.

Events 2004 - Bill Blake

July	
4	Dublin, OH Parade to promote Arthritis Show, we are invited
9 and 10	<p>Plan to visit the Arthritis Auto Show – BT Event for July</p>  <p style="text-align: center;"><i>pre-register at</i> www.arthritisautoshow.com</p> <p>2004 Featured Marque is Rolls Royce</p> <p>Saturday July 10, 2004</p> <p>Registration 7:30am to 11:30am</p> <p>British Car Day Show Within A Show</p> <p>Hosted by Buckeye Triumphs, Central Ohio MG & The Jaguar Association of Central Ohio</p> <p>Dublin, OH (NW of Columbus off US 33 and I-270 at Metro Center)</p> <p>All Proceeds Benefit The Arthritis Foundation</p> <p>\$25 admission for all day Saturday</p> <p>Pre-registered participants will receive a T-shirt Dash Plaque & Tote Bag</p> <p>Awards and Live Music starting at 7:30pm</p> <p>Featuring Phil Dirt & The Dozers Concert</p> <p>More info? Bill Blake at 614/403-1074 or billblake@thekayesco.com</p> <p>Contact Central Ohio Arthritis (614) 876-8200 kgardner@arthritis.org</p>

14-17	 <p>VTR 2004 RICHMOND, VA JULY 14-17 HOSTED BY THE RICHMOND TRIUMPH REGISTER WWW.VTR2004.COM E-MAIL: INFO@VTR2004.COM PHONE: 804-746-9409</p>
18	Cincinnati British Car Day
August	
3	BT Business and social meeting John and Charma Huddy to host
7	British Car Day Dayton, OH
7	British Car Day Legacy Village Cleveland, OH
September	
7	BT Business and social meeting, Bruce Miles to host
18?	6Pack Trials in WISC
24	BT Driving event to SCCA races at Mid-Ohio
October	
4	BT Business and social meeting Greg and Ann Gillman to host
16	BT Driving event Amish Bakery Tour Bruce Miles to host
November	
1	BT Business and social meeting
December	
6	BT Business and social meeting

LBCs that caught my eye was a 1963 AC/Bristol, all unrestored and original. The car of course had the Bristol 6 cylinder engine, which was discontinued threatening to put this little company out of business. Thanks to Carroll Shelby and the resources of the Ford Motor Company it became the AC Cobra. I had never seen one, the owner told me less than 431 units were made. This one had left hand drive. How could they do this in such small quantities? There were several pristine TR250s and lots of Triumphs for the day. The COMG club took several awards, and Buckeye Triumphs took one. This is a great show and is held on the grass with admission to the Fort included. Eric and Ted were there along with lots of food vendors.



Notes from Members

From: billblake [mailto:billblake@thekayesco.com]
Sent: Monday, June 28, 2004 10:37 AM
Subject: Newsletter Stuff

Ft. Meigs British Car Show
 Lake Erie British Car Club
 June 6, 2004

It was a dark and stormy morning, suddenly a shot rang out, while waiting at the McDonalds just north of Delaware a group of 6 British cars pulled in to the parking lot to join my Brown TR6 for the drive to Ft. Meigs, last attacked by the British along with about 3,000 natives in 1813. We drove north on the motorway (US23) through much threatening weather to Perrysburg and the 6th Annual British return to the Fort. The natives were friendly and the day cleared. This show is participant judged and they had over 300 cars grouped by years of manufacture, i.e. Lotus is judged with MG with jaguar with Triumph. The



Bill Blake

From: billblake [mailto:billblake@thekayesco.com]
Sent: Monday, June 28, 2004 10:51 AM
To: Bruce Miles
Subject: Vintage Mid Ohio Weekend

Mid-Ohio Vintage Weekend
 Saturday June 19
 British Car Show

The Buckeye Triumph motorists meet in two areas for the drive to Steam Corners on Saturday. The Worthington/Columbus/Delaware group met at I-71 at the Delaware exit and followed the back roads thru Shelby to Mid Ohio meeting up with the Newark/Granville group in the infield at the track. The weather was fine although some of the infield was mushy to say the least. I think the total attendance was down a bit but the selection of cars to look at was very good. We all got two laps at noon and the BT crowd stayed till late afternoon. A fine day. I went back on Sunday and took some additional pictures of the cars and saw better racing than Saturday qualifying. I of course got two more laps on the track. Jaguar was there is force on Sunday.



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

Sent: Thursday, July 01, 2004 10:11 PM

Subject: Newsletter article

Here's an article that a guy in our NASS group posted this week. Nice article...sums up a lot of the feeling that we have for our cars.He gave us permission to use it.

Joe Lynch

The Spitfire Experience
by Terry Thompson

I got a bit contemplative about my car this evening. Not about "What is wrong" or "What can I fix next", but as I sat out on the front stoop, looking out at the fireflies dancing around in the late dusk I had a thought. A musing to be sure.

I looked out through the flickering lights of the fireflies which seemed to celebrate in some unknown revelry about the Spitfire. This car. This automobile... and had the strange feeling of contentment.

Each morning I leave for work, not knowing what awaits me but the daily drudgery of work and responsibility. And at the same time as I have those thoughts of futility of arduous existences, and the beasts of burden that bear them, that I open the front door to see this smiling visage that I see each day.

The analytical part of my mind knows it is not a smile, but the clever arrangement of a toothy mouth-like grill and headlamps simulating wide open eyes, that gives this man-made construct the illusion of a smile.

But it's not JUST a smile I see. Certainly not a smile of laughter, derision, or even of self-satisfaction. No, this inanimate object of metal, rubber and glass, seems to capture a special feeling with it's smile. A simple pure smile of happiness. Perhaps one might describe as contentment.

I consider the movement of the car. Because even though it sits as still as a corpse, the car has about it a 'feeling' of movement about it. It's the flowing lines of the car's skin which gives it the appearance it is dashing away at some angelic speed. Though no matter how long I gaze, it sits unstirred in front of me. Still, silent and smiling.

I'm amazed by the simplistic beauty of it all. No power anything. No radio or reclining seats. And at the same time the complexity of the machine that operates day-after-day, when something as simple as a mis-gap of a plug, or grit of dust in a float bowl should bring it to a sudden halt. The simple loss of a piston ring could render it an 1,800 pound lawn ornament in the blink of an eye.

And yet it eternally it smiles, as if carefree and unfettered by any concerns or appreciations I might have. And seeming to have none of it's own.

I wash it (after a time), and I keep it up (when I feel the need), and attend to it (when it demands). And in return, I obtain a thrill to be behind the wheel of this machination. It

responds without question or complaint to each of my commands. I speed along a country road at some surely unsafe pace. I eagerly accelerate to reach the next turn to experience the strange feeling of being pulled back into the driver's seat, instead of being thrown to the bolsters as I might expect. To feel as if some unseen hand were holding me back in place like the outstretched hand of a mother protecting her child in a short stop.

So as I turn to go back inside my house and take one last look at this inanimate object which is still smiling at me. And I reply in kind with a smile of my own.

Then I realize perhaps it is a smile of contentment I see. Maybe it is content knowing how happy it has made me.

-Terry T.



June 2004: By Bruce Clough (clough@erinet.com)

That Darn TR2

Well, let's see, where were we last month? Decided to fix a little smoking valve guides and ended up tearing apart the car. This is know as "Shipwrights Disease". If you don't know the story, see me. So as of right now, 31 May, it still sits in the garage waiting for a new head.



Engine Is In – Don't Let The Looks OF The Head Fool You – It's Dead Jim!

As you can see, I did get the engine back in, radiator and a lot of the associated plumbing connected. I'm still waiting for Sterling Rubber to get the right crimp sleeves for the flex line coming from the fuel petcock, but that's a nit compared to the head. I had to sit the old head back on to the engine back in – used the Moss Motors engine hoisting-positioning gizmo I won at the 1999 TRA Meeting (would have rather won the car). The connection is wonderful – uses the existing head studs, but the rotating action is clumsy – uses a 1/2" ratchet. I like my older crank-handle rotator for ease of use. I put about 20 blankets in the engine compartment and managed not to scratch any paint while putting the engine-trannie combo back in. A

first. I think I aligned everything so the crank will work – we'll see. Might work better now with all new mounts and correct mount hardware.

Thanks to Mark Macy I found a head (in the State of Washington..). Shipping was more than the head. Right now it's in Performance Clinic getting checked out. With any luck I'll get it on the car this week.

The interior is back in I had a scare there for a moment when I found DOT 5 fluid on the driver's floor. Turns out I had filled the reservoir to the tip-top and some leaked out of the top when I jacked up the car – it wasn't a leak from the bores or fittings. Silicone won't lift paint, but it will leave stains on the original-style rubber floor mats

During the slack-time caused by the bad head, I've managed to update the sound system. Before I had a CD player feeding a small amp driving a set of cheap 5" speakers behind the seats. Well, just didn't put out the sound needed. Hard to hear at speed and the portable CD player didn't have anywhere to sit.



Interior Back In, Along With The Chicken

The other thing about the sound system was that it had to be minimal cost. I don't want it to be enticing to thieves, and I'm already blowing quite a bit of family resources on the engine. Well, taking stock of what I had in my "used Stereo" bin in the garage I found:

- Late 1980's Radio Shack Cassette player that used to be in TR Stealth - Set up for 4 speakers. Given back to me by Chris Yanity several years ago.
- Set of Radio Shack shelf speakers, small w/cast metal box.
- Older Sony CD Player w/accessories to attach to car stereo.
- The Stereo Amp that was in the TR2 along with the cheesy-cheap speakers I was using.

Well, I had to keep tradition going, so I put the cassette unit out of Stealth back in the TR2 where the amp was. I put the box speakers on the floor behind the seats, mounted a

platform for the CD player on the trannie tunnel, and put the speakers I had in the car on the kick panels in the foot wells. Sounds okay – I've got the front speakers out since I'm replacing the speakers with a two-way set up for better highs. Cost? About \$60, total.

What does it sound like at speed? Good question. I'll have to find out! At 0 it sounds pretty good, although some might say my taste in music these days doesn't sound good at any speed.

If we need more volume I still have the amplifier in reserve.



\$60 CD sound system for a 50 year-old car. Woo-Hooo. The Grass Will Be Blue When We Move Out. Now If I could Fit My Mandolin Case In This Puppy...

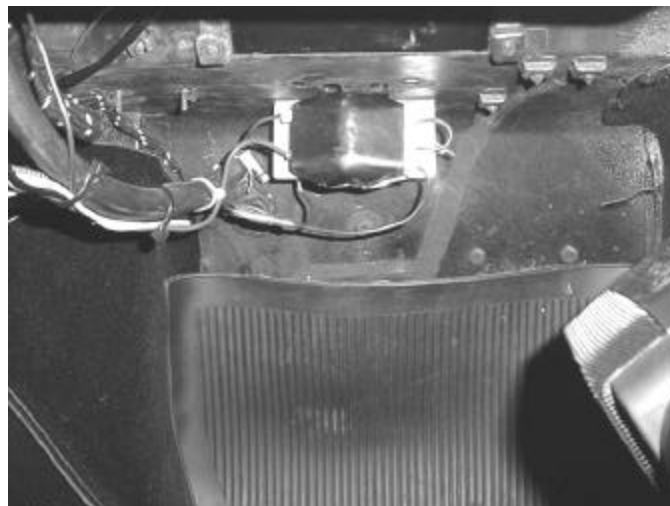


Speakers On Rear Floor – Ain't they cute? They sound fine...

Let's see, AM/FM cassette stereo, CD player, 12V car power outlet for three different gizmos (one the CD player and can't forget that pesky cell phone), and a possible amp. How do I wire all of these? How do I make room for future gizmos in the electrical system? How do I keep the generator noise out of the stereo?

Good questions. Glad I was an electrical engineer in a prior life. To add capacity, normally folks just splice in wire with in-line fuses. Crude, but workable. I wanted something a bit more elegant, yet TR. Solution – buy a new TR4 fuse box and mount it under the firewall on the passengers side. Accessible, yet hidden. To cut down the generator noise I installed a noise filter on the supply. This wasn't as easy as it sounds since it was a three-wire filter set up for negative ground with an electrolytic capacitors in it. I had to take the filter apart and reverse its polarity also. I then epoxied it behind the fuse box on the other side of the bracket I made. The bracket was designed to use the existing blanking plate bolts – didn't want to drill any holes in the body.

It works real sweet, and you can't see it except for the extra black wire going to the starter solenoid. No ugly crimp connectors showing, No huge amount of in-line fuses. Yeah, it's not factory, but this is not a Concourse boy here. I did my time in silliness. Nothing but order – all is good with the world...



Extra fuse box under the passenger's firewall. No, it's not up to John Ewell standards, but few are!

LATE BREAKING NEWS! THE 11 JUNE UPDATE!!!

June 11th, get a bit more time to type. We have good news of late:

- June 1st – head arrived, off to shop.
- June 3rd – head back from shop. It was good, very good. \$240 got it cleaned, polished up, valves ground, and ready to rock – thanks Performance Clinic!
- June 4th. Engine started first engine rotation of first crank on first try. Scary. All sounds fine.
- June 6th – Hat's off to Mike McKitrick who helped me get all the body stuff (nose & hood) back on the car.

- June 8th. Bled clutch and now car shifts. Goes into all gears

Still haven't driven it due to the sucky weather, ...sigh. Might try it today between the thunderstorms (12 Jun)



Look Maw – an engine together with a good head!

Always scared when it fires up the first time. I'm pretty sure that's the way it should be, especially after a significant investment of green stuff. I should expect success – driving LBCs has warped my mind, I guess.



Yes, the other side of the engine exists also!

Safety Updates

Yes, safety updates. Now I'm older, and have either Bridgett or Duncan riding with me, so I think about these things. I've already got the seat belts and fire extinguisher handy. Now I wanted to work on the lights – more specifically lights that let me be seen, not for me to see.

- Daytime driving light – Although I hate GM for making them mandatory in late 90's cars, they are

a good idea. I'd like a driving light for daytime running.

- Higher-mounted brake light – Bless the Federal Government, for once, a mandated safety mod that actually works. The TR2 has a center mounted brake light/license lamp combo that really can't be seen well – I want one of them high mounted lamps!

Daytime Driving Light

The daytime driving light was an easy thing to find, just expensive to get. Moss sells real or repro Lucas driving lights and the badge bar to mount them on. It works, looks period, and is simple to install. It also sets you back about \$300 to do this with the repro light, much more with the original.

I bought the repro.

Sorry, this is costing me too much already. Besides, the repro really looks like an original Lucas unit – even says "Lucas" on it.

Fist to put on the badge bar. Not as easy as it sounds due to the bumper mounting bars being a bit out of line when they are loosened. I managed to get the badge bar mounts behind the bumper, but it wasn't as easy as it should be! Now, this badge bar gizmo is a three piece affair – end pieces attach behind the bumper on either side, then the center piece with the light mounts is kept in place by a couple of set-bolts. Only those set bolts were about a half inch (12mm) too long. Yup, cut them down so they would be flush with the bar when they clamped it tight. Worked the first try. Scared again.

Arranging the electrical circuit was another matter. I had a spare fuse in the new fuse box to use, and there is a hole already in the dash for an overdrive switch that just happens to be the same as the OEM light switch I'm using. But what to use to indicate to the driver that the light is on? I hate dead batteries. I have 12V mini-lights, but I don't particularly want to drill a hole in the dash for it. Solution was to nylon tie it to a TR4 door panel fastener that just happens to push over the bottom lip of the dash. Got a light, do got a hole. Wiring was straight-forward. Did put plastic wire protection on where the wires run into the light. Then I moved my TSOA & CMAS badges to the bar.



Daytime driving lamp on badge bar – remember when I said I wouldn't do this?

Third Brake Light

Okay, so this actually would be the second brak light, and the original is also in the center. Fine – I want one up where folks can see it! Just so happens Moss sells the very thing I need – a Hella rear fog lamp modified to be a brake light – complete with rubber coated magnetic mount. Sweet. Attaches right to the existing wiring with usual Lucas push-bayonet connectors. I didn't have to pull any parts out of my stash to get it working. And it's bright!



New center brake light, which, unlike the original, can be seen!

Now to drive it – see ya later - *Bruce*

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:

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Treasurer: Jim VanOrder (740) 967-2110 vanordergj@core.com	Events: Bill Blake (740) 362-0967 billblake@thekayesco.com
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 Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu ,
 TR-7 & 8's: Ron Fowler 614-833-6885 tr8@msn.com
 Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member

Items from the Internet

Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00

- BTC Logo - front
- Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

- BTC Logo - front
- Large Wreath Logo – back

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

Patch Embroidered Logo \$12.00

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

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

Comedy Clips

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

Sent: Friday, June 25, 2004 1:52 PM

Subject: Groans

- My first job was working in an orange juice factory, but I got canned... couldn't concentrate.
- Then I worked in the woods as a lumberjack, but I just couldn't hack it, so they gave me the ax.
- After that I tried to be a tailor, but I just wasn't suited for it, mainly because it was a sew-sew job.
- Next I tried working in a muffler factory, but that was too exhausting.
- Then I tried to be a chef. I figured it would add a little spice to my life, but I just didn't have the thyme.
- I attempted to be a deli worker, but any way I sliced it, I couldn't cut the mustard.
- My best job was being a musician, but eventually I found I wasn't noteworthy.
- I studied a long time to become a doctor, but I didn't have any patience.
- Next was a job in a shoe factory. I tried, but I just didn't fit in.
- I became a professional fisherman, but discovered that I couldn't live on my net income.
- I managed to get a good job working for a pool maintenance company, but the work was just too draining.
- So then I got a job in a workout center, but they said I wasn't fit for the job.
- After many years of trying to find steady work, I finally got a job as a historian, but there was no future in it.
- My last job was working at Starbucks, but I had to quit because it was always the same old grind.

SO I RETIRED, AND FOUND THAT I AM PERFECT FOR THE JOB

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

Sent: Monday, June 28, 2004 9:28 AM

Subject: More Groans

- - Those who jump off a bridge in Paris are in Seine.
- A backward poet writes inverse.
- A man's home is his castle, in a manor of speaking.
- Dijon vu - the same mustard as before.
- Practice safe eating - always use condiments.
- Shotgun wedding: A case of wife or death.
- A man needs a mistress just to break the monogamy.
- A hangover is the wrath of grapes.
- Dancing cheek-to-cheek is really a form of floor play.
- Does the name Pavlov ring a bell?

- Reading while sunbathing makes you well red.
- When two egotists meet, it's an I for an I.
- A bicycle can't stand on its own because it is two tired.
- What's the definition of a will? (It's a dead giveaway.)
- Time flies like an arrow. Fruit flies like a banana.
- In democracy your vote counts. In feudalism your count votes.
- She was engaged to a boyfriend with a wooden leg but broke it off!
- A chicken crossing the road is poultry in motion.
- If you don't pay your exorcist, you get repossessed.
- With her marriage, she got a new name and a dress.
- When a clock is hungry, it goes back four seconds.
- The man who fell into an upholstery machine is fully recovered.
- You feel stuck with your debt if you can't budge it.
- Local Area Network in Australia: the LAN down under.
- He often broke into song because he couldn't find the key.
- Every calendar's days are numbered.
- A lot of money is tainted - It taint yours and it taint mine.
- A boiled egg in the morning is hard to beat.
- He had a photographic memory that was never developed.
- - A plateau is a high form of flattery.
- A midget fortune-teller who escapes from prison is a small medium at large.
- Once you've seen one shopping center, you've seen a mall.
- Bakers trade bread recipes on a knead-to-know basis.
- Santa's helpers are subordinate clauses.
- Acupuncture is a jab well done

From: Nelson Riedel [mailto:NARiedel@adelphia.net]

Sent: Friday, June 25, 2004 12:44 PM

Subject: Upper Management

An Indian walks into a cafe with a shotgun in one hand and a bucket of buffalo manure in the other. He said to the waiter. "Me want coffee".

The waiter says, "Sure chief, coming right up". He gets the Indian a tall mug of coffee, and the Indian drinks it down in one gulp, picks up the bucket of manure, throws it into the air, blasts it with the shotgun, then just walks out.

The next morning the Indian returns. He has his shotgun in one hand and a bucket of buffalo manure in the other. He walks up to the counter and says to the waiter, "Me want coffee".

The waiter says, "Whoa, Tonto! We're still cleaning up your mess from yesterday. What the heck was all that about anyway?"

The Indian smiles and proudly says, "Me training for upper management position: Come in, drink coffee, shoot shit, leave mess for others to clean up, disappear for rest of day".

From: Nelson Riedel [mailto:NARiedel@adelphia.net]
Sent: Thursday, June 24, 2004 8:05 AM
Subject: What they do when you sleep



From: Nelson Riedel [mailto:NARiedel@adelphia.net]
Sent: Tuesday, June 22, 2004 3:32 PM
Subject: Jokes for the day



From: Nelson Riedel [mailto:NARiedel@adelphia.net]
Sent: Saturday, June 19, 2004 8:59 AM
Subject: Cheap Jack Stands



From: Joe Lynch [mailto:jlynch1@columbus.rr.com]
Sent: Saturday, June 12, 2004 9:13 AM
Subject: The Kind of Farmer

An old farmer had owned a large farm for several years. He had a large pond in the back, fixed up nice. There were picnic tables, horseshoe pits, a basketball court, etc. The pond had a nice beach and was fixed up for swimming

One evening the old farmer decided to go down to the pond, since he had not been there for a while, and look it over. As he got near the pond, he heard voices shouting and laughing with glee. As he came closer he saw it was a bunch of beautiful, shapely young women skinny-dipping in his pond!

He didn't try to sneak up on them or hide. As he approached, he made the women aware of his presence and they all went to the deep end of the pond. One of the women shouted to him, "We're not coming out until you leave!!"

The old man replied, "I didn't come down here to watch you ladies swim naked or make you get out of the pond naked.... I'm here to feed the alligator."

Classifieds

We have 2 1969 mark 3 triumph spitfires - 1 is intact however, in need of restoration #2 is in parts!

We are open to offers.

Tel #s 937 488 1129 (h) 937 369 8850 (c) -

Robin Whitton

From: Peter P. Bihuniak [mailto:bihuniak@alltel.net]

Sent: Friday, June 18, 2004 5:51 PM

For Sale: 1967, GT 6, Mark 1, 65,000 miles, white

- 2nd owner, acquired 1985
- Body off repainted in '85
- Excellent overall condition.
- Serviced locally in Chagrin Falls at Eurosports (John Barnard)

\$6250.

440-708-1748



FOR SALE: Open, tandem axle car trailer custom built a year ago to my specs for TR6 and E-Type. Perfect for any LBC. Bed dimensions are 14' X 6'. Overall size is 17' X 7.5'. Wire mesh bed surface. Approximately 11-1200 lbs total weight. Strategically placed D rings for easy tie down. Electric brakes. Torsion suspension and well-balanced so it pulls like a dream. Cost \$1750. Willing to sell for \$1500 firm. Contact LaMar Wyse at 740-245-9616 or llwyse@aol.com.

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

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