



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!

Arthritis Show 2005

Classic cars ...
 street rods ... sports cars ... customs ...
 muscle cars ... pro street ... trucks ...
 vintage and antique autos ... they're all going to be here and be a 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 thousands of great cars and have a great time on July 8th and 9th, 2005 at the 23rd Annual Arthritis Foundation Classic Auto Show & Cruise-In. Our plans for this spectacular event are already under way!



We'll kick things off on Friday, July 8th with our Cruise-In, when more than 1,500 street rods, muscle cars, vintage cars and other cruisers from the 1920s to the present will make their appearance. In keeping with our 23 years of tradition, 6-foot-high trophies will be given to the Top-100 Cruise-In cars. Mike Albert will perform his dazzling "The Ultimate Tribute" to Elvis concert. Beverages and a huge variety of terrific food will be available at the concession stands, so plan to come and spend the entire evening with your family and friends!

On Saturday, July 9th, you'll have a full day at our exciting Classic Auto Show, with 20 judged classes of automobiles on display, plus special Show-Within-A-Show groups. Join us in celebrating the 50th Anniversary of 1955 model year cars. In the wonderful world of automobiles, the 1955 model year was a true milestone for automotive design genius which heralded in a sensational new age of production cars. We invite you to see the brilliant designs of Virgil Exner, Harley Earl, Bill Mitchell, Richard Teague, Frank Hershey, Raymond Loewy and others who many consider to have created the most exceptional designs in automotive history. Their best examples will all be here at our special "Class of '55 Classics" display. You won't want to miss it! We'll spin Rock 'N' Roll Oldies all day long, followed up by a

fantastic live concert by Phil Dirt & The Dozers in the evening, including a dance floor in front of the stage!

The Central Ohio Chapter of the Arthritis Foundation welcomes you to the 23rd Annual Classic Auto Show & Cruise-In. Bring your cars, camera, friends, and your entire family and we will look forward to seeing you there! All proceeds benefit the Arthritis Foundation to fund vital research and support programs.

Friday, July 8, 2005 -- Cruise-In

10:00 AM Cruise-In Registration opens at the Hilton Garden Inn. Registration will remain open until 8:00 PM; however, cars registered after 6:00 PM will not be judged.

6:00 PM Cruise-In judging concludes

4:00-7:00 PM Valve Cover Racing for children

4:00-7:00 PM CS Sound Entertainment spins oldies

7:30-11:00 PM Mike Albert performs his dazzling "Ultimate Tribute" to Elvis concert

9:00 PM Cruise-In Awards Presentation. In keeping with 23 years of tradition, 100 6' tall trophies and many Specialty Awards will be presented to the Top 100 Cruise-In participants.

Saturday, July 9, 2005 -- Classic Auto Show

7:30-11:30 AM Classic Auto Show Registration will be open at Hilton Garden Inn

9:00 AM-3:00 PM CS Sound Entertainment spins oldies

11:30 AM Participants & Judges Meeting will be held at the main stage

12:00 Noon The 23rd Annual Classic Auto Show opens to the general public

12:00 noon Volunteer judges will be served lunch at The Clarion Hotel and will receive judging instructions. Volunteer judges are welcome and needed!

12:30 PM Classic Auto Show judging begins

4:00 PM Classic Auto Show judging concludes

4:30 PM Awards Ceremony & Parade (a blue ribbon placed on your car indicates a First Place win and entry in The Winners Parade)

7:30-11:00 PM Phil Dirt & The Dozers perform their spectacular live concert

Editor's Corner

Things have been pretty busy this month. As you all recall, our 250 had been down since we hit the deer in the spring of 2004. Last week I stopped by the painter that had done an estimate for us last year to see how his schedule looked to fix a small rust hole in our '87 Celica, while there, it appeared that things were fairly quiet for him. Next thing you know, I'm helping Ryan and a friend strip down the 250 to prepare for a full body restoration. (I have to admit Ryan was not too keen on the idea, but I'm afraid that I was a

pain in the ass about it.) The “stripping” took 2 full evenings work till 3:30 AM and we were off to Bob Hinkle’s on Friday AM (July 1st).

I was so tired that I forgot to take pictures of the experience (I suppose that it still seems like a dream). Anyway, here is a picture of the progress as of this afternoon.



The red clip replaces the deer damage from our parts car.



Note the new rockers:



As we tore the car apart, we discovered quite a bit more “molestation” from the DPO. Our thanks to Doug Braden for moving quickly to secure the sheet metal for the back deck, wings and rear fenders.

Once we got home after delivering the cars to the paint shop, we somehow found ourselves energized to get into more trouble:



This car has an interesting story. Apparently it had some mechanical issues and was parked outside in 1982, then at some point it was pushed into a barn where it was covered with an inch or so of bird droppings. The bird crap wreaked havoc with the body, but the fact remains that this was a 30,000 mile car. Well, the body was crap, but check out the frame:



I wouldn't call it rust free, but it still has paint on it and everything seems solid. I think we determined why it was parked:



Note the dreaded broken diff pin....

Ryan continued his hard work and stripped all of the undercoating off of the 2nd 250 tub that we have, so we are moving now on projects on 2 fronts (not counting the TR3 project)



Ryan won't be able to come to the Immke show this weekend, I'll try to fill you all in on the details.

I also had fun at Mid Ohio. It was HOT.



Bill Blake with his new sunshade top.



Off we go to the parade lap (it was a fairly spirited parade lap this year - ask Buck about the noises coming from the passenger seat).

After Mid Ohio I drove over to Marion to help Tim and Leonie Swartz celebrate their 25th wedding anniversary. (They are responsible for the rain in Marion last Saturday) Fortunately they had a big tent.

Since I played hooky last week to get the 250 ready to go, I'm not sure I have the energy for the "Cruise In" this Friday, but hopefully my clutch will get me to the show on Saturday.

For July, I don't think that we have any driving events planned, but the Dayton show is always a very nice venue (watch for updates in the next newsletter)

Also, something to look forward to – I turn 50 in July, so I'm not sure if there are any pending mid-life issues to distract me.

Finally, I have added cell phone numbers to our membership database and added them to the membership reports. I'll bring some copies to the show this Saturday to pass out to the members. Cell phones will come in handy on our driving events.

Hope to see you this Saturday!

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – July 25th, 2005

President's Corner

Did I say last month that June was finally here and along with it warm weather? Well, is it HOT enough for everyone now.

The month started off with the June meeting hosted by Jim and Margo Washburn at the Pig Iron. The food was very good and we had one of our best turnouts. It was also very good to see Tim and Leonie Swartz again who showed up in their TR-250. After the meeting, members moved to the parking lot to gaze at and take rides on John Huddys little scooter. Plus, there was a little show and tell concerning the Triumphs on hand and a test drive or two. Following this, a few of us who were not totally stuffed by the good eats in the Pig Iron, shuffled on down to the Cold Stone Creamery for some very rich (and fattening) ice cream.

My daughter Katie's graduation from High School was held on June 5th, which naturally meant that family came in for the weekend. Because of this, I didn't make it to either the Lancaster Old Car Days nor the Ft Meigs British Car Day. I understand from sources that the Ft. Meigs show was a little different this year but over all, a very good event.

As I mentioned during last months newsletter, a driving tour was organized from Columbus to the Antique Car Races in Washington Court House. I had every intention to make that trip until I saw the weather forecast. So instead, I stayed home and painted the interior walls of my garage, which took two weekends to complete.

However, Mary and I did get to drive the LBC up to Mid-Ohio this past Saturday along with Bill Blake, with Kevin Eschhofen riding shotgun, Jim Washburn, Bruce Miles and Rod and Pat Yost. In addition, Patrick Bowen and his son joined us for the drive up in his little green Spitfire. (Patrick is not yet a member of Buckeye Triumphs but has already joined us on 2 driving events). It was a pleasant drive up to the track over some very scenic country roads.

Once at the track we parked our cars in the infield in the designated areas and signed up to take the parade laps around the track during lunch. That is one event I look forward to each year. Mary rode along this time and said she felt like she had to hold on for dear life as I sped around the corners. It's amazing how wide that track is at 45 mile an hour. I imagine it is considerably narrower at 145 miles an hour. After the parade lap, we took our chairs up to the 'S' turns and huddled in the shade. As the sun rose in the sky and the temp got hotter, we inched our way back under the trees, trying to keep cool. At about 4 p.m., as a thunderstorm approached from the west, Mary and I decided to head home. We dodged the storm and made it all the way back without putting the top up.

The next big event for the Club is the Arthritis Show in Dublin on July 8th and 9th. Mary and I will be away that weekend so we will not be able to meet and greet everyone at the show.

I have committed Mary and the LBC to the Six Pack TRials this September in North Carolina. This means I have a lot of little things to do on the TR before the event which also means that I will probably be hosting a tech session soon in order to get a few of these things done.

Speaking of getting things done, John and Kim Johnson drove over to the house Saturday evening so that Mary and I could see what John had done so far with his 74 TR-6. John has had the car for less than a year and almost has a ground up, body off, restoration completed. It looks like the last thing John has to do is to replace the interior, but I tell you what, when John gets it finished, this car will be a class winner.

That's all for now, have a wonderful 4th of July holiday weekend and if you can, get out, meet your fellow club members and support the Arthritis Show in Dublin.

Cheers, Buck

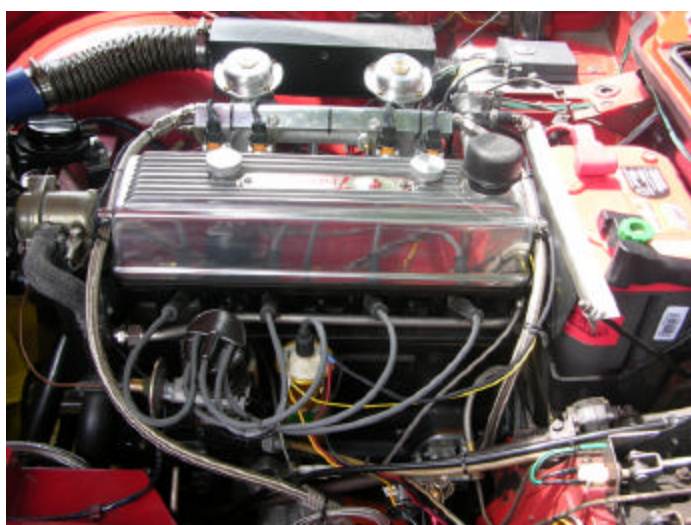
BT Meeting Minutes

None for this month....

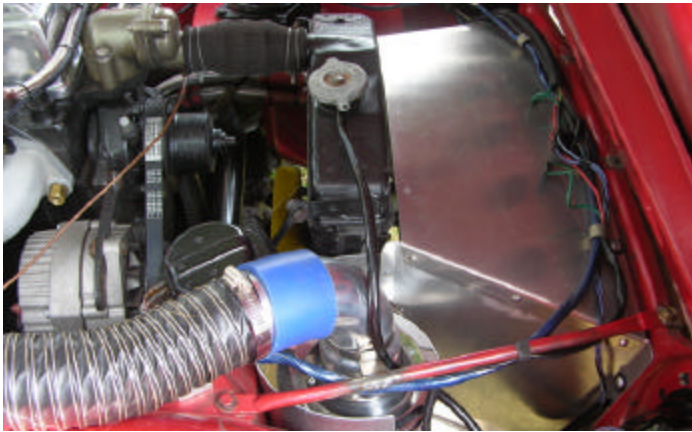
18th Annual Michiana Brits Car Show

Editor's Note - My continued thanks to Bill Blake for this article from the Michiana car show...

The 18th Annual Michiana Brits car show was held at Bendix Woods Park on June 12th. Despite a slow start thanks to some intermittent rain the show attracted almost 100 British cars. I was impressed with a 1960 TR4 that had port fuel injection. The owner is a retired machinist and has a friend that is an electronics nut. They have spent over \$2200 US so far and have it working well, he estimates it produces about 130 bhp on the four cylinder. I suggested making two retro kits for both the 4 and the 6. He liked the idea, let's see if he asks for help from the BT brain trust.



I also took note of a hot Spit and nice MGA.



This show is held what was formerly the Studebaker proving grounds; now a 200 acre county park. www.sjcparks.org The test track is owned by Bosch: they allow 60mph controlled laps by the Brits, they group the cars by engine size and let you run freely. The ghosts of Studebaker are there causing excessive oil consumption by the British cars, the president of the corporation actually lived in the current lodge where the show was held. I loved this Jaguar:



ckwishmeier@cs.com for show info.

Every Tuesday night SE of Cleveland they hold a large cruise in Solon at the movie complex. Two weeks ago I saw a 1960 TR3 for sale, recently restored, and looking perfect in every way:



Asking price for the TR3 is \$18,000 US.

Back to the Studebakers, the cruise had one that same night:



Also saw a Crosley w/o the COBRA engine. Fun to see these little cars that are smaller than our LBCs yet made in Indiana.



Barry McGuier of TV's Car Crazy was there also that week. Waxing nostalgic...



Bill Blake

Rod Yost's Story (part 2)

Editor's Note: *Rod's story continues...*

How to Restore a TR3 in 35 Years or Less

By: Rod Yost

Part 2

Now that I had two British sports cars, the '63 TR3B and a '59 MGA, I was all set. Of course the MGA was a driver, and the TR3 was not. Memory fails me a bit, but some time around then, I, or we, decided we didn't need two sports cars, especially one that did not run. I contacted my good friend who had initially got me interested in Triumphs to see if he would like another one. He was able to convince his wife that they needed another TR3. (He has a great wife as well) They lived in Tallahassee, FL, so we decided to meet about half way, someplace around Chattanooga.

The company where I worked had box delivery vans, and I was able to winch the car up into a van. One Friday, after work, we took off for Chattanooga, leaving Newark around 10 or 11 at night, and driving all night. Our friends and we are cavers, so on Saturday we explored a wild cave.

Sunday morning we unloaded the van, hooked the car to some kind of towing device, and they started down the road. That's when everything started going wrong. I can't remember exactly what kind of a car they had, but I think that it was lighter than the TR3. There might have been problems with the Triumph' steering linkage as well. Anyhow, the TR3 would not track automatically, and the only way they could pull it was for one of them to sit in the Triumph and steer while the other one pulled. I expect that they would have done it for a few hours, but it would have been 8 hours even without pulling a car behind them. We all got a sudden jolt of common sense, and realized it was not going to work. So, we loaded the car back I the van. They left for Florida and us for Newark. We had a great time seeing each other, and had fun caving. Oh well, I still had the TR3.

I don't remember how much time went by but eventually I decided to do what any sports car enthusiast would do, I decided to do a frame up restoration. Of course we all have heard stories about guys who take them apart and never put them back together again. I had a neighbor who had started a frame up restoration on a McFarland some 20 or 30 years earlier, he was still going to finish the job someday. I had a good job, a great, understanding wife, and that great new garage, what could go wrong?

The TR3 started coming apart. Really it's pretty easy. I didn't have a sawzall back then, but I really started making "progress" when Pat got me the acetylene torch for my birthday. You probably all realize that I didn't use the welding tip for the kind of work I was doing. It still takes a while to take them apart, even if you use the old "heat wrench." But I was making progress, and I had the MGA to drive. It did have a cracked block though, and I got really tired of needing to re-fill the radiator. I had not learned about J B Weld at that time, now, I would probably have tried that.

The TR3 was a real rust bucket, and the neighbor kids had not helped. I bought a parts car about that time. It was a '59 TR3A, and the fellow who sold it to me assured me that it was exactly the same as my '63 model. I still have the fellow's name, because I still have the title from that car. As far as I know, he is not in our club, but I might run into him again some time. I was always a bit suspicious that maybe there was a difference in body styles, of course, now I know what the differences are. I ended up keeping the frame and tub from the '59 model, and junking the frame and tub from the '63. I was truly making progress, albeit slowly. Our daughter, Becky was born in 1980, David was born in 1982. Life was good. Everything was going right. --- To be continued

Events 2005 - Bill Blake

Date	Description
7/8	Arthritis Cruise-In Multi-Make 1200 Cars expected
7/9	Arthritis Show British Car Area Call Bill 614/403-1074
7/14	Steam Show Plain City Pastime Park Call Eric 740/363-2203 thru the 17th
7/17	British Car Day Cincinnati Edgewater Raceway Park Bob 513/941-4911
7/18	British Cars at Quaker Steak 7pm 2 nd of 3 this summer, bring your British Car and have some Hot Wings and Cold Beer
7/22	Amphicar Swim In Celina, OH Usually held in the early evening
8/1	6:30p Buckeye Triumphs Monthly Business and Social Meeting Huddy and Blake to host at Ostrander Garage bring your own seating
8/6	Dayton, OH. - British Car Day 2005 August 6, 2005 9 am to 4 pm Eastwood MetroPark, Harshman Rd. Dayton, Ohio MetroParks. Advance registration is \$10, and includes a free BCD 2005 t-shirt if received before July 25, 2005. Day of show registration is \$10. Spectators are admitted free. call Skip Phone: 937-293-2819.
8/12 to 8/14	Toaster Factory Summer Party 800/234-1104

Notes from Members

From: JOHN JOHNSON john70350@msn.com
Sent: Tuesday, June 07, 2005 9:05 PM
Subject: Newsletter article

Bruce, Here is that 'Product Test' I told you about for the next Buckeye Triumph newsletter.

Hello Everyone, John Johnson here and I wanted to let all or TR6 owners know about a little product I got. I'm sure you have all heard the stories about the unfortunate ones who had a bonnet release cable break on their TR6.



There are many different ways to make some sort of auxiliary release but this little kit has it all. The installation involves drilling two holes, one to mount the lever and one for the release lever to enter the cockpit.

The entire kit is manufactured from stainless steel and installs easily and looks great! The kit can be ordered from Jim Shear in Bolivar, Ohio jwshear@juno.com for \$20.00 +\$2.50 s/h.

John

Editor's Note: Thanks John - Jim VanOrder had made up some devices similar to this and may still have some as well - anyone who is interested be sure to touch base with him too!

From: Steve Keinath [mailto:keinath@alink.com]
Sent: Monday, June 06, 2005 4:31 PM
Subject: Re: May Newsletter

Bruce-

See that you are having continued server probs. Isn't technology wonderful? I play with IT all day long with the Air Force at the former Newark AFB and it's amusing sometimes to sit back and look at how dependent upon it we have become. Thanks for forwarding a copy of the newsletter the hard way.

Laura and I are still the "odd" couple the rest of the BT members are probably wondering about, since we've never yet attended a club meeting. My TR-6 has become a storage device, ever since I put it on jackstands in the garage. There are parts of the car cover you can still actually see, but not much. :-)

I retire in slightly less than three years, and home improvements and remodeling are the major items on my plate right now. But eventually, we hope to become very active members, perhaps with a frame-off project on the

TR. In the meantime, we enjoy the newsletter and watching from the sidelines, since our schedules are rather busy for now. Keep up the good work!

Steve & Laura Keinath in "Nerk"

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

Sent: Wednesday, June 29, 2005 10:52 AM

Subject: Saturday July 2, 2005

Hi Everyone,

It's that time of year again, Kathy is having a birthday (sorry I missed your party, Kathy - but I'm not sure why Bill sent me this photo:)



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

Sent: Tuesday, June 28, 2005 3:10 PM

Subject: Even more newsletter filler

The Vintage Grand Prix of Mid-Ohio was held last weekend at Lexington, OH. Seemed like the crowd was down somewhat but the weather was sunny and mostly hot. Track time was great and BT had lots of cars on hand.



How many people and chairs can you put in Bugeye?



This beautiful Stag has a new owner, I wished him much success!



Also from Bill:

The Land of Enchantment aka the great State of New Mexico, the large land mass between Arizona and Texas was the site of a trip to find some antique gas pumps recently. The pumps were found in abundance but the pricing was also very abundant. Here are some of the rare finds out in the northern wilds near the Rio Grande River:





The new T Shirt for sale in the West is funny in an odd sort of way:



I think they are still sore about C. Columbus and his merry men.

Bill Blake

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 jvanorde@columbus.rr.com	Events: Bill Blake (614) 403-1074 billblake@thekayesco.com
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Technical Consultants: TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or John Huddy 614-846-2321 email: jhuddy@columbus.rr.com TR-4's: John Thomas 614-855-4175 or Bruce Clough 937-376-9946 clough@erinet.com TR250, TR-6: Robert Mains 614-890-7767 rmains1@columbus.rr.com or Jim VanOrder 740-967-2110 jvanorde@columbus.rr.com Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu , TR-7 & 8's: Ron Fowler 614-397-3685 tr8@att.net Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member	

Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00

BTC Logo - front
 Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

BTC Logo - front
 Large Wreath Logo – back

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

Patch Embroidered Logo \$12.00

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

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

Comedy Clips

James D. Franchello [mailto:james@intinfo.com]
 Sent: Tuesday, July 05, 2005 11:30 AM
 Subject: Classified Ads

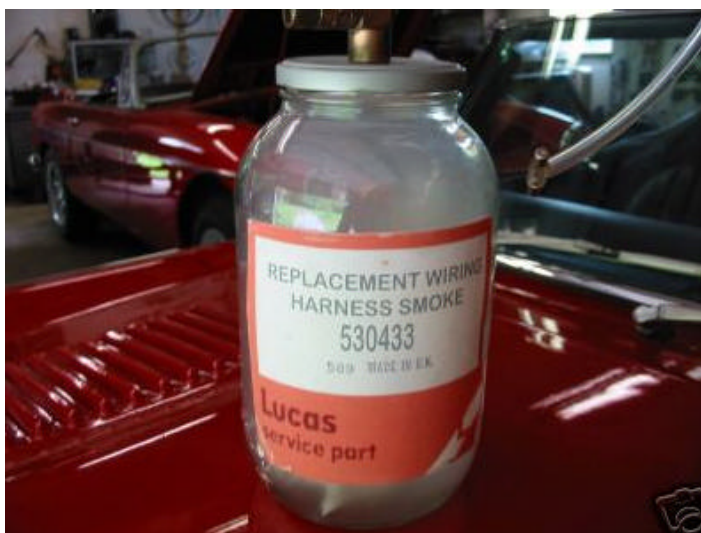
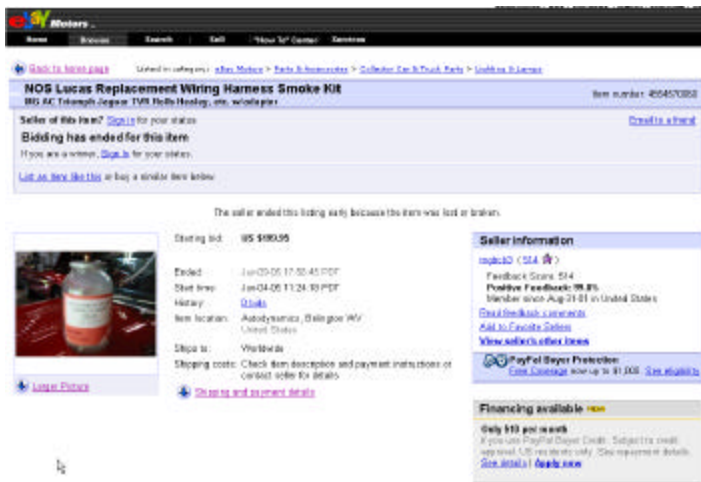
- FREE YORKSHIRE TERRIER. 8 years old. Hateful little dog. Bites
- FREE PUPPIES: 1/2 Cocker Spaniel, 1/2 sneaky neighbor's dog
- FREE PUPPIES..... Part German Shepherd, part stupid dog
- GERMAN SHEPHERD 85 lbs. Neutered. Speaks German. Free
- FOUND: DIRTY LITTLE WHITE DOG. Looks like a rat .. been out doors for awhile.....better be reward.
- COWS, CALVES: NEVER BRED. Also 1 gay bull for sale
- NORDIC TRACK \$300 Hardly used, call Chubby
- GEORGIA PEACHES, California grown - 89 cents lb.
- NICE PARACHUTE: Never opened - used once
- JOINING NUDIST COLONY! Must sell washer and dryer \$300
- WEDDING DRESS FOR SALE. WORN ONCE BY MISTAKE Call Stephanie. (advertised in Waco's Thrifty Nickel)

(AND THE BEST ONE)

- FOR SALE BY OWNER: Complete set of Encyclopedia Britannica. 45 volumes. Excellent condition. \$1000 or best offer. No longer needed. Just got married last month. Wife knows everything.

From: Bruce Clough [mailto:clough@erinet.com]
Sent: Wednesday, July 06, 2005 9:41 PM
Subject: NOS Lucas Replacement Wiring Harness Smoke Kit

This is wonderful newsletter material!



Questions from other members :
 NOS Lucas Replacement Wiring Harness Smoke Kit Item number: 4554570060

Q: I have a fourteen year old son named Lucas who I have caught several times in the back of the garage smoking. Can this item help him to respect a little firm parental intervention and aid him in smoking less...or even stopping altogether? Jun-09-05

A: Part of the problem may be the fact that you named your son after the Prince Of Darkness. Mayhaps you should be happy that all you have caught him doing in the back of the garage is smoking! My suggestion is: since you already have spoiled him for life with his moniker, you search the 'Bay for a proper Little British Car to restore as a father-and-son project. That way, he'll have a way to fill the idle hours he'd have spent chasing girls had he been named Rocky or something more suitable. Plus, he'll learn first-handed how disgusting smoke can be. Alas, though, not with this unit, because whilst trying to photograph it for a spread in "Popular Ether Technology", it was unfortunately broken. Therefore, the auction must be terminated early. Thanks for the heartwarming interest!

Q: Once I have re-introduced smoke into my TR-2, do you

warranty that it's system will resume operating at the speed of dark? Jun-09-05

A: If you reintroduce the smoke through a microwave oven, you may even go back in time!

Q: I have been very diligent over the years and have maintained the smoke in my Sunbeam's wires perfectly. The problem is that that special Lucas perfume has disappeared from the dash, carpets and seats. In fact, at the last Concours d'Elegance I lost out to a frogeye with period odors. Is the smoke in your kit fresh enough to bring back the OEM smells of burning plastic and bakelite and are you including an adapter to replace same. Jun-09-05

A: No adapter needed, but have you tried just STARTING that overrestored trailer queen? It might bring back the aroma by itself.

Q: This has been a most informative thread which set me off thinking about wider global environmental changes that have happened since the mid 70's. Could it be that the copious release of smoke from Lucas wiring looms around that time has significantly contributed to the holes in the ozone layer and the onset of global warming? Could it be that, had your excellent device been more available at that time, we could have saved the planet for future generations instead of fighting a rear guard action? Hindsight is such a wonderful thing isn't it. Jun-09-05

A: Hey- This is a serious site- we're not discussing "junk science" like Global Climate Change!

Q: I have a questions. For some time. My object is to restore a the few pre-Chrysler Rootes Sunbeam Tigers to original factory condition, with ALL the LAT racing options. So far, I have been quite successful, but unaware of your Lucas Smoke Kit. I am perplexed as to it's satisfactory application to this original British Classic that Mr. Carroll Shelby has enhanced with a lot of Ford (USA) parts. This includes a large portion, but not all, of the electrics. It is very easy to differentiate between the Lucas Parts and the Ford Parts, as the Ford Parts still work. While we cn admire Mr. Lucas for the development of the intermittent windshield wiper, the self-dimming lighting system, and the colorful turn signal spark generator, it is unclear whether your offering will work satisfactorily with so much of the electrics originating in the US. Is this device compatible, as the US parts do not show signs of leaking smoke? Jun-09-05

A: The Lucas smoke may cause failure of the connecting interstices, but the, so will everything else.

Q: Maybe you can help me. I have an old generator that I have suspected of having a metaphysical ozone leak for several years. It's one of those things I feel I know to be true but cannot prove. Anyway, through an ingenious marriage of a Sharper Image Ionic Breeze air purifier and a breast milk pump, (by the way, both were obtained on ebay) I have devised a way to recharge the ozone that I can smell leaking from the generator. But, you guessed it, when I disconnect the wiring to introduce the replacement

ozone I invariably cause a smoke leak. Do you think there is a way to mate our two machines in such a way that I could "kill two birds with a single stone" – if you will. Jun-09-05

A: That's just wrong.

Q: Can I use this device to replace the smoke in my Alfa Spider? Is Brit smoke the same as Italian smoke? Jun-09-05

A: Only if it's pre-Bosch.

Q: Will this kit put back ALL the smoke in a 1975 Midget wire harness? Some time ago while driving our 75 Midget smoke began pouring from under the hood, after pulling over, smoke was immediately followed by flames. A HUGE amount of smoke was lost from the wire harness (10 minutes worth before the fire department showed up). Your jar appears to be too small to contain the volume of smoke produced by the Midget on that day. Please specify quantity of smoke. PS - Would you know where can get bulk replacment glue on insulation, there is none left on any part of the wire harness under the hood. The harness appears to be intact but is lacking smoke holding insulation. I'm planning on rerouting the main power buss from over top of the fuel line. This way next time I will have smoke, red hot wires without melting thru the fuel line. Thanks in advance. Jun-09-05

A: You'll need bulk smoke, but I'd try your last suggestion before ordering any. Good luck!

Q: Is this setup on the "metric system" or can it be used universally? I have a MB 380SL but have replaced some of the wirings with U.S. products. Will your product make the transition? Also, are there any EPA limitations on shipping? Jun-09-05

A: This setup is Whitworth only. sorry.

Q: As you may or may not know, the Japanese 'borrowed' heavily from British designs back in the 50's and 60's. In fact, the Skinner Union carbs on my beloved Datsun 1600 roadster were actually built by Hitachi under license. Also, most of the electrical devises in early Datsuns were copied from Lucas. That said, do you know if an adapter is available to use the Lucas Kit you offer on a Datsun 1600 or do I need to keep searching for the Hitachi/Mitsubshi version? Thanks, Paul Jun-09-05

A: It sort of worked in my Datsun 410 Station Wagon, but the lights all shined in instead of out. It was quite disturbing...

Q: Does this unit contain new or re-cycled smoke and will if my 1966 Triumph Bonneville motorcycle? Jun-09-05

A: This is new, previously un-leaked smoke, as originally installed on your T-120. Have at it!

Q: Would this product fix the Miller dynamo on my motorbike? The smoke got out of it years ago and I am in despair. Having to run a total loss electrical system now. Please, no smart-alec comments about nothing to lose. I have been desparate for a cure for years and will jump at anything. I get so depressed. But I really liked your

answers to all the questions. I learned so much. You must be smart. What are some good upgrades for my bike?

Should I get a Boyer electronic ignition? Jun-09-05

A: Probably.

Q: It looks like a self contained, auto smoking, environmentally enclosed, smoke recirculation, multi-smoker bong I created in the late 60s. The only thing missing is the air manifold (from a fish tank set-up) to hook up the individual smoking tubes. Are you sure you didn't get this idea from me, when we were smoking that wacky tobacco one time? ; >) Jun-09-05

A: Could be. I can't remember.

Q: I have the identical part but needs the smoke refill cartage, i was told to ring 84433 3-33888444555 or speed dial 666 is that you? Jun-09-05

A: No, that's that shop in Michigan.

Q: Do you have any idea if the kit will work on Alfa Romeos? My 1963 Giulia has bullet connectors, a Lucas windshield wiper motor, and a variety of other Lucas components. Earlier Alfas had lots more Lucas stuff, such as starter motor and generator, so I imagine it's more suited to them. On a different note, did Alfa's change from Lucas to Bosch signify the end of the of the 'Italian masochistic' era? Jun-09-05

A: This will work with the Lucas portions. The Bosch change was a misbegotten effort to work around the simultaneous Italian/British Stevedore Strikes of the early 70s.

Q: HI, JUST HAPPENED ACROSS YOU AUCTION. GREAT ITEM BUT I AM CURIOUS. I DO ARCADE GAME REPAIRS ON THE OLD UPRIGHT ARCADE GAMES. YOU KNOW, PACMAN, DEFENDER, DIGDUG? THE X-Y MONITOR TYPE GAMES SUCH AS BATTLEZONE, STARWARS OR TEMPEST ARE FAMOUSLY KNOWN FOR RELEASING THE X-Y SMOKE FROM THEIR MONITORS. WOULD THIS TOOL BE SUITABLE TO REINTRODUCTION OF MONITOR SMOKE. YOU SEE THE SMOKE IS READILY AVAILABLE ON EBAY BUT THE RECHARGE TOOL IS NOT AS ATARI QUIT OFFERING THEM YEARS AGO. THESE MONITORS ARE QUITE EXPENSIVE TO REPAIR WHEN YOU DONT HAVE THE PROPER SERVICE TOOLS. PLEASE LET ME KNOW IF THIS WOULD WORK OR WOULD I NEED AN ADAPTOR SUCH AS P/N 2FUB-1269-AR. THANKS.....FRED Jun-09-05

A: Got me. I got my VIC-20 to run one game of "Hangman" with just a spritz, though.

Q: Enough, enough already! I cannot allow you to perpetuate this lowbrow fraud any longer! Anyone with any knowledge of Lucas products should recognize that the Lucas label art on the jar is wrong for this early version of the smoke kit. And of course, the lid should be black with the valve oriented 180° to the label. The smoke color itself is not original to the early cloth insulated wiring and perhaps even for the early plastic insulation. Bidders beware, this is most certainly a replica, and a poor one at that — possibly from Taiwan. Additionally, the smoke

replacement kit was meant to be used only by highly qualified personnel. The dangers of misuse are indescribable - certainly I can't..., but the phrase "gone up in smoke" was born of this process. Jun-09-05

A: Oh, yeah? well, in the interest of openness, I'm going to place your tirade on the site. That doesn't mean I like it, though.

Q: I wonder if you would do an exchange (with a cash adjustment in my favour). I have some bottles of 'bottom air' that was supplied by Dunlop many years ago. The advantage is that it takes up very little space as of course when you get a flat the top air in the tyre remains perfectly serviceable, it's only the bottom air that needs replacing. I will wait your reply. All the best from the UK. Jun-09-05

A: If this is the proper bottom air for a set of 4.00X 10 Gold Seals, we may be able to work a deal. We have a '68 Moke in the shop with original rubber, and the domestic bottom air keeps migrating out. It evidently deoesn't have enough atmospheric British ambient smoke to fill the pores in the tyres.

Q: My brother Joe is currently (well last 8 years) working on a mini and he's never managed to get ANY smoke out of it yet. Would it be possible to use this kit to make some come out of other parts of the car - not just the wiring loom. I was thinking mainly about the exhaust... Jun-09-05

A: No.

Q: Geez, I wish I had seen this auction before I bought some "off-shore" smoke. I didn't realize there was some OEM stuff left. To make matters worse, I switched to synthetic smoke (yeah, I know) but it seemed like the right thing to do at the time. Unfortunately for my 72 Range Rover, I have not yet been able to fashion an effective bypass for the optional Fairey smoke pump which has recently failed. If only you could have made this item available earlier! Jun-09-05

A: Hook you battery charger up with the leads reversed, preferably at the starting motor, and turn it to "high". This should purge the wires of all the synthetic smoke, enabling a refill with the proper stuff.

Classifieds

From: Timothy Randolph: randolph5@sbcglobal.net

Sent: Tuesday, June 21, 2005 8:58 PM

Subject: 1973 Triumph Spitfire 1500 For Sale

Hello. I have a 1973 Triumph Spitfire 1500 that I purchased about 4 years ago for the intention of restoring. I drove it into my garage, but haven't started it since. I obtained a large pile of parts with it (including a transmission, carburetors, wheels, gas tank, and many boxes of miscellaneous items) and have purchased probably over \$1000 in other parts on Ebay.

I had good intentions of working on my project car, but now have decided to sell everything to get my garage space back.

Do any of you know of anyone who might be interested in purchasing the vehicle and all the parts for \$1800 firm price. I know there are well over \$3000 worth of parts to go with the car. The car really does have a lot of potential for a complete restoration, or could easily be roadworthy with not a whole lot of work. I just don't have the time to work on it that I thought I would.

If you or one of your Triumph contacts should be interested, I can be contacted at 740-756-9941.

Thanks,

Tim Randolph

Carroll, Ohio (Between Lancaster and Canal Winchester)
From: "slimak" <edslim@alltel.net >

Date: Tue, 28 Jun 2005 16:54:25 -0400

Subject: 1953 MG-TD

We have a beautiful TD for sale. It has only 25,000 miles on it.

We would like to get \$16,900 for it, but would accept an offer.

We were hoping with your contacts you might be able to forward this to an interested member of your club. Thank you for your time. Our address is

Mary Kay and John Slimak

112 Jefferson St.

Brookville, Pa 15825

Contact us through E-mail at edslim@alltel.net or

814-849-5004 with any questions or requests for more photos.

From Rod Yost:

I would like to offer my old '59 TR3A tub for sale. It's sitting in two pieces. No floorboard or sills. Bulkhead is in good shape. It has not been wrecked. I have a title. Hopefully some one would pay something for my storage. I'm open for suggestions.

Rod 740-366-6746 or rod.yost@advest.com

A couple of cars from Doug Braden:

1980 Triumph TR8 convertible silver with new blue carpet and interior, new top, new compomotive alloys with Michelin Pilots, header, K&N, exhaust, cooling mods, too much more to list. This is a solid western car that is a blast to drive. \$9750.00.

1974 1/2 Triumph TR6 non OD, new pimento red paint, black interior over \$20,000 invested by DPO, had some rust issues that have been corrected, in process of being finished. Around \$9500.00 when completed.

1969 Triumph GT6+ project. Two and a half cars, one stripped, one wrecked in front, one very nice solid tub, two frames, two engines. This will yield more than enough to make one good car. Many new and NOS extras go with this deal. \$1800.00 as is.

Triumph chrome bumper clearance sale. Spitfire 1500 fronts and rears \$75.00 each; TR4-TR250 fronts and rears \$75.00 each; TR6 '69-'72 fronts and three piece rears \$125.00 each. All of these are good replatable cores, some are dented, some are pretty decent, none are rusted out.

Come out to the barn and pick for yourself.

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>



Buckeye Triumphs
9023 Concord Rd.
Johnstown, Ohio 43031

