



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!

24th Annual Arthritis Foundation Classic Auto Show & Cruise-In July 7th and 8th, 2006



The Central Ohio Chapter of the Arthritis Foundation invites you to join more than 2,000 show cars, 12,000 spectators, 200 hard-working and dedicated volunteers and our many generous sponsors. Your participation will make the 24th Annual Arthritis

Foundation Classic Auto Show & Cruise-In our largest and most successful Auto Show ever! 850,000 residents of Central Ohio, of whom 5,000 are children, struggle with more than 100 different types of Arthritis. With your support, we can make a difference.

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 this premier car enthusiasts' event. 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 7th and 8th, 2006, at the 24th Annual Arthritis Foundation Classic Auto Show & Cruise-In. We have planned our most spectacular event ever!

We'll kick things off on Friday, July 7th 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 24 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 8th, you'll have a full day at our exciting Classic Auto Show, with 37 judged classes of automobiles

on display, special Show-Within-A-Show groups and several regional events taking place. Join us as the Buick Club of America presents its Great Lakes Regional Meet, the Ohio American Motors Classics club presents its Midwest Regional Meet, the Mid-Ohio Region Porsche Club of America presents their best examples as a featured marque, the Great Lakes Region - Ohio Chapter of the PT Cruiser Club brings out all of their most exceptional PT Cruisers as a featured marque and last, but not least, we invite you to see our special Indianapolis 500 Pace Car Exhibit, where many fabulous Indy pace car examples will all be displayed, including many rarely seen Indy pace cars from the Bob McDorman collection. You won't want to miss it! We'll spin Rock 'N' Roll Oldies all day long, followed by a fantastic live concert by Phil Dirt & The Dozers in the evening, including a dance floor in front of the stage!

Gary and Bev's Pool Party Saturday, July 22 (around noon)

This year's potluck/swim party/drive will be at our house on July 22, around noon. We live between Buckeye Lake and Lancaster, near the town of Thurston.

Address is 2965 Musser Rd., Baltimore.

The most direct route is to take I-70 E to the SR-158 (Kirkersville) exit which has a Fireworks store and Flying J Truck stop. Take SR-158 south to Baltimore, then left (east) on SR-256. After about a mile you'll cross SR-37. There is a Sunoco station at that intersection. Continue east on SR-256 for 1 mile to Thurston. There will be 3 churches at the corner of SR-256 and Old Millersport Rd. Turn right (south) on Old Millersport and go 1 mile. Musser Rd will be on your left. Take Musser (east) 1 mile. Our house is on the right.

We'll have some soft drinks, but if you prefer something specific, please bring your own drinks, a side dish, and swimming suit. We have chairs for about 24 people. We'll provide brats, hotdogs, buns, plates, etc. Also let us know who has a birthday in July so we can surprise them with a cake. If we don't hear about any birthdays, we'll just guess.

We're still working out details about the drive but expect it to be in the 45 – 50 mile range. We'd like to take a group picture in Thurston at Ernie Harter's former Triumph dealership. Ernie was at last year's party and is looking forward to attending again this year.

Please RSVP to their home phone at 740-468-2290) or Garylaptop@columbus.rr.com)

Gary J. Nettler (Semi-Retired)

British Car Days 2006 Eastwood MetroPark, Dayton, Oh.

Mark your calendar for August 6th - we will travel to:



Eastwood Metro Park
Harshman Rd. Dayton, OH.

Dash plaques to all entrants, popular vote car show,
vendors and swap meet,

Full Service Concession stand, Spectators admitted free.

Registration: \$10 in advance includes free BCD T- Shirt if
received by July 21, 2006.

Day of Show; Registration \$10, T-Shirts \$12.

Vendors; \$15 or Door Prize of Equal or Greater Value

Registration 9am till Noon.

<http://www.miamivalleytriumphs.org>

This Year Featuring the North American Spitfire Squadron
2006 SPIT-TOGETHER IN HONOR OF THE 40th
ANNIVERSARY OF THE GT6 & THE 6th ANNIVERSARY
OF THE NASS SPIT TOGETHER

Meet at the McDonalds on the North side of Rome Hilliard
road just off of I-70 around 8:00 AM if you wish to drive over
together

Editor's Corner

Happy summer! It's Thursday evening before the Immke
show and the weather looks perfect again. We are really
doing well for events this year.

Late in the River Run, my hood latch cracked in two and let
fumes directly into my fresh air intake. I haven't driven
much this month but I got busy tonight and put things back
together again (so my mileage numbers are down).

Plenty of things to do this month, look at Charma's meeting
for the list (and Bill Blake does an excellent job of keeping
the web calendar up to date) - also - be sure to talk to Gary
and Bev Nettler to let them know if you can come to their
pool party on the 22nd. If your birthday is in July, be sure to
let them know!

I wanted to get this up on the web tonight so you folks could
see it before the Arthritis show. I'll bring hardcopies on
Saturday.

I hope to see you all then!

Bruce  bmiles@intinfo.com or

bmiles@buckeyetriumphs.org

President's Corner

I hope that everyone had a relaxing July 4th holiday. I have
the fortune of having the whole week off so I am catching
up on my "Honey Due" list and maybe, just maybe, I can
work on the Triumphs in my garage.

Quite a bit has taken place since we last got together. The
TRA National took place at Burr Oak State Park from June
15th through the 17th. Although I was unable to attend,
from talking to a number of club members, it was a very
successful event. More about the TRA National is reported
in the newsletter by Bruce Clough.

What I was able to attend was the National Guard Great
Race, which came through Dublin on June 26th. If you are
not familiar with the Great Race, it is a 4,100-mile cross-
country race consisting of 120 vintage cars produced prior
to 1961. The race started on June 24th at Benjamin
Franklin Parkway in Philadelphia, PA. and will finish on July
8th in downtown San Rafael, CA. The organizers of the
event thought that it would be fitting that a display of classic
cars line the bridge on US 161 as the racers entered
downtown Dublin. With the help of Murry Mercier, I entered
the TR-6. Display cars had to be at the rendezvous point at
4:00 p.m. Since it was a Monday, and I had to work, Mary
agreed to drive the car and to make sure she got there on
time, took the TR-6 to an appointment she had in the
afternoon, then drove it to the rendezvous point where I
meet her. I had cleaned the car up the night before and
had the top down. Just as Mary arrived to check in, the
sky's opened up with a heavy downpour. We were able to
get the top up just in time, as did most other convertible
owners. Mary parked the TR on the bridge along with John
Johnson, Murry, Bill Blake, Bob Mains and Greg Gillman.
Poor Greg, I guess he doesn't have a top for the TR-3 so
he looked a little like a drowned cat. The rains kept about a
third of the show cars from the event but there were enough
display cars to park the entire length of the bridge on both
sides, which looked great as the racers came down through
the cars and people lining the bridge.

The reason for our being there was to support the "Snakebit
Racing Team" who consisted of a father and son driving a
very nicely prepared, black 1957 Triumph TR-3. The driver
was son Nicholas Tyler from Sunnyvale, CA, with father
Daniel Tyler from Steamboat Springs, Co. as the navigator.
As they drove through the finish line they were introduced
to the crowd where their time for the day was announced,
and then allowed to park along one of the side streets. This
is where members of Buckeye Triumphs met up with them
and presented them with sponsorship for the Ohio leg of
the race and two nice duffle bags provided by the Arthritis
Foundation. We were able to spend about 30 minutes
talking with Nick and having our pictures taken with him, his
father and of course, the car. The race and the event in
Dublin was a lot of fun and we got to talk to quite a few of
the teams and the organizers. I want to thank Murry and
Bill Blake for their efforts in getting Buckeye Triumphs well

represented in the car display and for all of their work with the Arthritis Foundation.

Speaking of the Arthritis Foundation, the Classic Auto Show and Cruise-In is this coming weekend, July 7th and 8th at the Metro Center in Dublin. They are expecting over 1,000 classic vehicles to participate. Buckeye Triumphs should be well represented also. The event is open from 10:00 a.m. to 11:00 p.m. on Friday and from Noon to 11:00 p.m. on Saturday. If you haven't done so in the past, try to attend either Friday or Saturday, or both, you'll have a good time.

Also, on the following Monday evening is the British Car Cruise-In at Quaker Steak and Lube at Polaris. The Buckeye Triumphs will have a "Mini" (?) meeting while at the Cruise-In. Well, that is what it says on the calendar.

Speaking of the Calendar, upcoming events are the Amphicar Swim-In in Celina, Ohio on Friday, July 21st. Talk was that John Huddy was going to fill a TR-7 with insulation foam and enter it as "Other British". On Saturday, July 22nd, Gary and Bev Nettler's are hosting a Swim-In of their own and "Mini" (?) drive. Contact the Nettlers for details. Das Vroom is scheduled for the following Saturday in the Columbus Brewery District and the British Car Day of Dayton is scheduled for the first Saturday of August.

There are a lot of opportunities to get the little Triumphs out in the next few weeks. Hopefully, Mary and I will see you at one of them.

Cheers, Buck

BT Minutes

Minutes of June 5th 2006 Buckeye Triumphs Business Meeting

Attendance: Mary Henry, Bev and Gary Nettler, Joe Lynch, Jim and Gayle VanOrder, Beth, Lauren and Natalie Thomas, Murry and Jacqueline Mercier, Greg and Ann Gillman, Kathy Scott and Bill Blake, Kim and John Johnson, Rod and PatYost, John and Charma Huddy, Margo and Jim Washburn, Kevin Eschofen, Tim Swartz, Eric Jones and Susan Logan.

The June 5th 2006 meeting of Buckeye Triumphs was called to order by Mary Henry, in Mike's absence, and Joe Lynch at 8:00 pm at the home of Kathy Scott and Bill Blake in Delaware. Many thanks to Bill and Kathy for the hospitality and excellent Southwestern meal.

The first item on the agenda was to get feedback regarding British Car Day in May. There were no complaints – the Saturday drive was excellent, weather turned out OK later on show day, concessions were good and there were enough toilets. It was mentioned that it is possible that the show may be moved to Polaris. General discussion about the show followed.

On behalf of Mike, Mary thanked Bruce Miles for putting together the great drive for British Car Council, and she

also thanked Bill Blake and John Huddy for serving on the council.

Speaking of Bill and John, they attended the classic scooter show in Plain City in May, and Bill won third place with his Whizzer motor bike. Murry accompanied them to Plain City.

Eric Jones and Susan Logan were thanked for another great Riverrun on May 27th.

The calendar of upcoming events was reviewed:

June 14 thru 18 – TRA National Meet at Burr Oak State Park. Gary Nettler has planned several variations of drives if members would like to go down on Friday or Saturday.

June 20 – Eric Jones - Austin Healey Meet – Stan Hywet Hall – should be around 300 cars in show

June 26 – Great Race overnight stop in Dublin

July 7 & 8 – Arthritis Foundation Car Show at Dublin Metro Center (low British car registration so far per Murry)

July 9 – British Car Day – Cincinnati

July 10 – British car night at Quaker Steak and Lube

July 15 – Plain City – steam show

July 15 & 16 – Pittsburgh Schenley Park – car show / race

July 21 – Amphicar National Meet at Lake St. Mary's

July 22 – pool party hosted by Bev and Gary Nettler at their home

August 5 – Dayton British Car Day (per John Johnson, it is a great show)

August 10 thru 12 – Roadster Factory Summer Party

August 19 & 20 – Vintage Car Races – Mid Ohio

There will be no July meeting since we'll all be gathering for the Arthritis Show. August and September have no meeting hosts – Joe Lynch volunteered for August; John and Charma Huddy volunteered for September.

Nothing new to report about the website, per Ann Gillman, but please send her pictures to post.

Joe thanked Mary and Mike Henry for hosting Buckeye Triumphs members and friends at their home after British Car Day.

Congratulations to all of our members who won awards at the May car show: the Gay's, VanOrder's, Johnson's, Nettler's, John Hyatt and Steve Moore. (Charma apologizes if anyone was left out.)

John and Kim Johnson are the proud new owners of a GT6.

New member - Howard Jefferson of Pickerington, Spitfire. Welcome, Howard.

The 50/50 raffle drawing was held prior to adjourning. The winner of \$30 was Joe Lynch who very graciously donated his money back into the Thomas Scholarship Fund.

Meeting was adjourned at 8:35.

Respectfully submitted, Charma Huddy, Secretary

TRA' 06 National Meeting

By Bruce Clough - Event Coordinator

What's a guy with a Stag and TR7 doing talking about a meet for early TRs? Are you nuts? Well, yes, and I'm also the National Meeting Coordinator for TRA. Don't let this later-Triumph collection fool you, leaky old sidescreens run in my blood, if not my garage.

Prelude

First of all, we had to pack. Since I was running this thing I had to bring some stuff, and at the same time get all the family's stuff in two Triumphs. The solution was to restore a trailer friends gave us, spending \$300 fixing a \$170 trailer. Well at least I got it painted same color as the TR7.



Packing for the meet – how did we get all that stuff in?

Yeah, how did we get all that stuff in? Every nook and cranny of the cars had something in them. Alice is a Black Belt packer, 4th Class. She puts up with me packing things, then pulls them out and does it right. Anyway, we got everything in two cars.

Sunday

Since we were staying in a cabin for a week, and cabin selection is first-come, first-served, we left early on Sunday morning the 11th and headed right for Burr Oak via the Waffle House at US 35 and I-71. We took a route that skirted the northern part of the Hocking Hills, went through Nelsonville, and ended up at Burr Oak around noon. We got the cabin we wanted (#24 – closest to the lodge as crows fly, and it has a path behind it to the lodge) and unpacked!



Cabin 24 with Clough Fleet parked in front. Alice stole the shade – you snooze, you lose!

The cabins at Burr Oak are pretty nice. Full kitchen, front porch with plenty of sitting room, rear porch overlooking forest, and decent beds. However, the hairdressing crew leaves something to be desired:



Alice driven to drinking by madcap hairdressers – Bridgett plans braids while Duncan brushes hairy bug on screen window...

That night I collected firewood, dodged skunks, cooked burgers & hot dogs, and played Frizbee. Sleep came around 11pm...

Monday-Tuesday

Both these days were pretty much the same. Listen to Bridgett and Duncan playing, then fighting, then playing again. Go to Glouster to pick up something we forgot at either Krogers or Dollar General. Go swimming. So why was that swimming pool so cold anyway? Oh well, Bridgett learned how to go underwater and swim a bit, so the cold pool served a function. Go hiking – teach kids what poison ivy looked like. Run part of the upcoming tours to see who

had gone out of business or what roads needed paving (or were gravel). Figure out how we're going to distribute all those beer mugs- usual stuff!

Wednesday

First day of the meet, or at least first half day, The morning was spent swimming and doing laundry (I only packed enough clothes for about half the trip, so I had to do laundry – less stuff to pack, but I had to wash clothes – Alice thought I had lost my mind. I have.) We were leading the first event, a crafts tour, in the afternoon

Afternoon came, and so did the craft tour.



Stag: Natural born leader of Triumphs on Craft Tour

I think the car count came to 22 cars were on this, so a good portion of the TRA attendees came early for the tour. They were treated to several really good roads – we headed east on OH 78 for the first part of the run



Long, Sweeping Curve on OH 78 During Craft Tour

I highly recommend that road for driving fun, hardly a straight section in it! We were supposed to be visiting about ten vendors hawking their wares along "Hickory Ridge". Only three were open, oh well, we made do! Everyone liked the stops, and the road remained paved and hilly. One car was worked on, so he got the dead chicken

(stuffed toy, of course) to carry with him. On the way back we took OH 555, another killer road with numerous blind crests leaving one wondering where the road goes! Nothing but kudos from everyone on the run. Good start to the meet!



Baby cars following the manly leader...



TRA Newsletter Editor Caught In The Act!

That afternoon I invited the TRA staff over to the cabin for dinner – I figured if we're gonna work them we might as well feed them! And feed them we did! Stuffed them full and more! A happy staff is a productive staff – my story and I'm sticking to it!

That evening I put a event together so we could all play our instruments and sing old folk tunes. I brought a mandolin or two, Norma and Bridgett brought their lap dulcimers, and Carol Rutledge brought her hammer dulcimer. We played

some great music, and even sang some harmony late into the evening. Bridgett & Duncan stayed on their good behavior track, and bedtime came about 1130 for moi.

Thursday

EARLY MORNING RUN! Wake up folks, time to hit the road for the early morning run! We started marshalling around 6:30 am to leave close to 7. Well over 30 cars heading down OH 78 to McConnelsville. The road still hadn't changed, still hilly, twisty & turny. Everyone was wide awake in anticipation of a hearty breakfast



Duncan & Bridgett Wide Awake In Anticipation Of Breakfast

The Four Seasons Restaurant was our destination – hats off to John and Becky Hartley for finding this place. Cheap food, huge portions, and a pleasant staff made this a great place to visit. It's on the "main drag" near the town center. The restaurant got the town to reserve parking up and down the street for the cars – from the looks of the locals this doesn't happen often, I'd bet. We got everyone parked okay and headed in to breakfast.

Since we were last in, and last to order, we also had the longest wait. That was okay since it gave us time to kibitz with new folk coming to the meet, and old friends that came in the night before we hadn't seen. It also allowed some more TRA Peyton Place to happen – what do I mean about that? Simple – the chicken changed hands.

One of the locals admiring cars, or wondering why there was so much oil on the street, came in and said "There's a red car out here with a flat tire." That got the attention of most there since about half the cars were red! Turns out Lou Metelko's TR4A had a rear tire go flat, so he entertained the locals by changing it.



Lou working on his Low Rider

It just so happens that the local newspaper is across the street from the restaurant, so we soon had a news crew interviewing Lou. Not only that, the dead chicken appeared on Lou's read-view mirror. The tradition continues! If you want to see the article, it was supposed to run the 21st of June in McConnelsville's newspaper.

After we got back the Seto's were in charge of the afternoon Ceramic Tour, so I took advantage of the time to work with Alice to make sure that we had all the stuff we needed for the picnic. In general it was easy – Hartleys would bring the sandwiches and fixings, Fowlers would bring the drinks, and we would bring water and incidentals. Problem was I couldn't contact either Hartleys or Fowlers to ensure they didn't run into problems, so I didn't know whether or not to execute Plan B (send Jeff Zimmerman and Jeff Krupp into Glouster for food and drinks). In the end I decided to trust my instincts that all was fine and lead the pack over to the picnic grounds at 5pm. We had wanted folks to pray for no rain that night, and it was a beautiful afternoon – cool, no clouds. Not saying that the prayers worked, but the weather was beautiful, the food arrived, and nobody else decided to take the picnic pavilion!

We must have served up a boatload of food, and there was still some left. Nobody went away from that picnic hungry, although Duncan wanted to get way to close to the water (picnic area was near the Burr Oak Lake Dam and had some real neat rocks near the water). We managed to get everyone fed and cleaned up the site by 7pm. I was running a bit late since they were supposed to start the TRA Membership Meeting back at the Lodge at 7 pm, but if I was late, well, I guess I wouldn't have to take notes, eh?

My nefarious plan was spoiled – they waited for me, so I had to take notes anyway. It was actually a good meeting, our discussion of the '08 Meeting site possibilities generated two groups interested in hosting the Meeting. Ah, my life is getting easier.



Shhhh – Don't Tell Anyone I Parked On The Grass At The Picnic! Beautiful Location – Check The Water Out In The Background, Look At How Clean That Trash Can Is!

After the meeting we hung out in the room, go some more drinks, watched Bridgett & Duncan play-fight-play (ad nauseum), and finally went home about 10pm.

Friday

Car show day. Theoretically since Nino Richards was in charge of Concours (sidebar – John Gable gave up the ghost for TRA Head Judge just before the meet, so Nino volunteered to take over) and Jeff&Jeff were in charge of the popular choice car show, then I didn't have anything to do and could concentrate on getting the auction right that evening.

Wrong. I took the leftover water to the car show location for the judges as well as to ensure the hotel had the tables set up, and I was immediately bombarded by questions on where to park cars, displaying things, etc. – questions I really couldn't answer. As soon as I saw Jeff of the Jeff&Jeff team come out I made sure the folks asked him those questions and I beat it back to the cabin before anyone else could find me. Leadership is like that...

Once I knew the show was underway I surfaced again since it was time to hob-knob with the vendors. John Swauger of TRF had shown up as well as several others. **(look up names)** so I hung around with them as the show progressed. The cars all looked good, well, maybe except for the Porsche 550 Spyder replica that crashed the show.



Car Show. Can you guess who is in Concours?

Soon, it was noon, and time to head back to room (okay, I'll stop it with the bad rhymes). I had an auction to plan. Heck, I had to bring over all the stuff we brought, the best of which was a small quilt Alice made (Note 1).



TRA '06 Quilt – Old Tyme Meets TR

We got the first load of stuff over right as the Nelsonville Tour was taking off. Alice and Bridgett were going on that tour, I'm sure to find more quilt stuff. Duncan enjoyed waving at the cars and getting them to blow their horns! Almost all TRs went on the trip, which left Duncan, and myself in a deserted parking lot, which was fine since we had several loads to take over.

I didn't think auction prep was going to be very hard. Yeah, I brought 30+ things, but I already had them tagged and loaded into the computer. What could be the big deal? Well, several other folks brought 30+ things and soom I was staring at a 300 item auction. 300 items. New record. Three hours to do it in. Won't happen.

And it didn't – we made a valiant try, though. I'd like to take this time to thank those that helped with the auction

mayhem – Alice, Carol & Roger Rutledge, Stan & Norma Seto, Ron Fowler, Joel Rosen, and I think Nino Richards was in there too? Anyway, they did a great job into the wee hours of the morning and we got all that stuff auctioned off. I was a good boy, and unlike other years when I came home with \$550+ buys, I only bought a couple of cheap items. House training is starting to take effect. I saw the back of my eyeballs at 3am on Saturday....



Alice going so fast leaving for the Nelsonville Tour that I couldn't get her in the frame right!

Saturday

Morning came too early – 6am up with three hours of sleep to lead an early morning run around the lake. I was joined by a few other hearty souls that also couldn't have had much sleep – so the sleep-deprived tour took off around the lake!



Burr Oak Lake on a Cool Morning, Sun Rising, Mist Rising, Spirits Rising, Still Wanted More Sleep

Actually the drive was fun. Since the roads north of the lake are all gravel, we just went around the lake to the road

that skirts the shoreline then came back, not a long drive, but the weather was wonderful.



Shoreline Road – Burr Oak State Park

The rest of the morning and early afternoon are lost to me. The morning was lost since I wasn't remembering what was going on. The early afternoon lost since I napped (oh, and what a nap it was...). I did remember the Hocking Hill Tour leaving (heading into the Logan Washboard Festival and a 5000-bike rally, I wished them well), but not much else.

My alarm went off at 3pm, time to pack a bit and get going for the banquet that night. Rested and spritzed, I got the trophies and a bunch of other goodies over to the lodge and set up. The front table was a split affair. I do not believe in head tables, since it cuts those folks off from good conversations, so we used the tables for other occasions. Joel Rosen used one side to cash out the auction, or was he running a loan-sharking activity, don't know.



Joel either cashing Dottie out, or giving her a loan at a silly interest rate? You be the judge.

The other side of the table was for the trophies. I did it a bit different this year. I am not a believer in trophies you

cannot use, or at least the ubiquitous fake wood plaques. No sir, those I do not like. So instead we provided engraved leaded crystal trophies for Concours and etched beer mugs with TRF gift certificates for Participant's Choice. Best of Show was a big thing done in black glass with gold etchings, and we gave out a spirit award made of similar things (more on that later). Doing it this way is much more expensive than big fake wood plaques, but I think classier, and more useful...



Award Table – Lotsa \$\$ tied up here...

We got everyone in the banquet room – just, all chairs we paid for were full. The dinner was great – usually banquet food can be somewhat sub-par (I think they think that if you can come back and get seconds then the food doesn't have to be that good), but not this time. Burp. Dessert was great also, which was good since we picked it. Alice picked the "Fruit of the Forest" pie, I picked the apple pie, and Stan picked the Chocolate Mousse that nobody wanted. Stan, when will you learn – pies are always the answer!

After everyone stuffed their face it was time for me to MC the awards, which I did in my usual style accompanied by the kids (we actually had 4 in the room, all playing on the floor in front of the awards table – there was a whole room to play in and they picked there...sigh... Anyway, I presented a few awards, then I invited Nino up to give out the car show awards. I usually consider this the most boring part of the night (you know me and awards) but since I was behind the table with Jeff Zimmerman getting the awards in order it passed much quicker – the Floyds finally took Best of Show for their TR3B, and Nino won the John Thomas award for putting Concours together from scratch in about a week (a week before the meet when I found out that the old TRA Head Judge walked away from the job – punted would be a good word – didn't really let anyone know, and the "system" was trying to dump it on my lap... Nino jumped right in and got it organized...). We adjourned the banquet, but folks stayed around the room well after the staff got it cleaned up, and up in the lobby others had circled the chairs for more conversation deep into the night. Not this guy - Alice, the kids, and myself needed a bit of sleep, so back to the cabin we went. In bed before 11, wow, how did that happen?

Sunday No. 2

It was a good thing that we got to bed early since I was up early cleaning & packing – we were hosting a breakfast for folks getting on the road home and we had to make the cabin presentable, or at least clear a path through the debris. In all we had about 25 folks come on over and gobble some donuts, drink some juice/coffee, and say goodbyes. We packed the rest of the stuff in the cars (a lot more room going home – didn't need the Alice touch packing), and headed over to the lodge to pay bills.



First In, Last Out – The Spring Valley Contingent Prepares To Leave Burr Oak

The day was sunny and going to be hot. This was going to be the first really hot day, so all in all the weather got an A+ for the week. The exhaust notes echoed through the trees as we left – what a wonderful stay – we'll have to remember this place!

We weren't heading straight back Sunday, but were taking it slow getting home. We decided to take the back roads to the Ohio River and do some sight-seeing. South of Athens we cut across on some great roads to Rio Grande since it's always fun to take the kids to the land of Bob Evans. We stopped by the restaurant for lunch and then visited all the shops and barns. This brought back memories of a horse-back camping trip there a few years back – "can you say sausage for every meal"? - but I digress.



Triumph at the home of Sausage

Heading south from Rio Grande we encountered more great roads which finally dumped us out at Ironton on the Ohio just a little east of Portsmouth, our destination for that night. The hotel was ready for us, and we had the swimming pool all to ourselves.

Too bad nobody took us up on our offer to come along on this last drive. We had several folks that were thinking of it, but alas, no takers. Realize that most folks live east or north of Burr Oak. Oh well, they missed the great roads, decent weather, and dinner at the Scioto Ribber. If you are in Portsmouth, you must stop by there for food. As the name implies, they serve ribs, lotsa ribs, dripping in BBQ sauce (if you desire) . After a feast fit for a king, okay, maybe for a prime minister, we headed back to the hotel through a rain shower – the first in a week. That’s okay, the car needed a wash. Back at the hotel I cracked out the computer to write an article for the TRA Newsletter while the rest tried to get some sleep.

Monday No. 2

Really no reason to get up. We just let our bodies determine wake-up time. The clouds were low and there was a mist in the air. I took the opportunity to wipe dust off the cars and repack a few things. A leisurely breakfast, some packing and we were on the road. Well, almost. Seemed the driver’s rear tire on the Stag picked up a nail and was almost flat. So, another 15 minutes of unpacking, changing, and packing again before we hit the road. Good thing this didn’t happen back at the lodge or I would have received a chicken!

Drive home was uneventful – as usual the scenery was great, the unglaciated hills west of the Scioto river giving out to the great glaciated till plains that mark most of western Ohio under a partly cloudy sky. We got home around noon and spent the rest of the day unpacking and doing laundry. Unglamorous but practical end to a great week at a neat Triumph meet



Oh Drats! Done in by a 4-penny nail!

Epilogue

Well, we made it through the meet, and by the feedback we received it was a very enjoyable meet. I actually enjoyed the week, which is unusual since I usually am trying to fix a lot of minor disasters. None happened. Wow. Kids were great, weather held, and even the cars didn’t act up (the flat didn’t count since that was a road hazard!).

Next year it’s off to the Finger Lakes region. As a bit of intel others won’t get we are currently looking at the Ramada Inn, Geneva, NY to be the host site with day tours to different parts (and different wineries) of the region. I look for another interesting week, at least, next year!

Notes

1. The quilt just started out as a small thought and some scrap cloth Alice had lying around – she whipped it into a great little quilt that engendered a lot of bidding. As she said “her first sale!”

Local Sources:

No contributions for this month..keep em coming!

If you have had experience with a local company that has done work on your Triumph and you would like to tell other members about them send an e-mail to be included in the newsletter Bruce Miles. bmiles@intinfo.com

Rod Yost’s Story

How to Restore a TR3 in 35 Years or Less
Editor’s Note: Rod’s story continues....

I am pleased to report that I’ve actually been able to make some progress on the old TR3! One of the rust areas that needed to be replaced was the bracket which bolts the inner front fender to the frame, as well as replacing that section of the inner front fender. I had fabricated the patch panel some time ago, and then fussed and fretted about

how exactly I was going to weld in the piece. I finally got tired of thinking about it, and had to do something. I cut out the old section of fender, along with the bracket, and used an air flange tool to flange the edge of the hole I cut out. I couldn't decide for a long time, which side I wanted to weld on, but decided to weld on the inside, figuring that if anyone looked close, and the weld side would look better than the back side. That being done, and excel weld ground off, I went to work on the bracket.

I used a salvaged steel shelf for the sheet metal, and a cut off tool to cut it out, and simply used my big vice as the brake. It is amazing how simple it actually was. After the bends were done, I just welded the corners. Looks pretty darn good. On the basis of that success, I've now ordered replacement inner sills. I hear that in order to properly install the inner sills, the body needs to be firmly bolted to the frame, and the doors in place. I'll need to look in the attic to see how many of the old frame mounting components I can still find, and expect that I'll probably need to order a kit. Have not done that yet.

Bit wait, there's more! After storing my old '59 TR3 tub since 1978, and no requests from anyone else to store it, I stripped off everything I could last Saturday, and then cut out sections that I may be able to use on the current tub. The rest is now cut into easily manageable sections to hauling to the scrap yard. It was certainly with mixed emotions, that tub has been part of the family for 28 years. But now the yard looks a bit better, and I plan to build a storage shed in that spot. That will get some of the Triumph parts out of the basement. Unfortunately the shed building project will eat into Triumph time. Nothing new.

I am getting closer to finishing the hub re-build. The hydraulic press I ordered from Harbor Freight has arrived, but is still in the box. I was going to start putting it together last night, but as I started reading the assembly instructions, instruction number three advised against assembly under the influence of alcohol. I'll need to start earlier in the day next time. On the assembly that is.

When I joined the club, it was largely for inspiration to finish a job I started long ago. I can see now that Bruce is helping me by requesting monthly reports, and I'm slightly embarrassed to go month after month without doing anything. I guess it's working!

Notes from Members

From: Yost, Roderic J. (Newark, OH)
 [mailto:rod_yost@ml.com]
Sent: Wednesday, May 31, 2006 11:24 AM
Subject: Pittsburgh Vintage Grand Prix July 15-16

Bruce,

Would you please forward this link to the club?

To All Buckeye Triumphs Club Members:

I am planning to go to the Pittsburgh Vintage Grand Prix this year. I've typically driven over on Saturday and stayed with my daughter, but if other folks want to go on Saturday,



we could investigate staying at the same hotel. The race is on Sunday, and some may just want to drive over for the day. The race is from 12:00 to 5:00, Sunday. Visit: www.pittsburghvintagegrandprix.com
 Rod

From: billblake
 [mailto:billblake@thekayesco.com]
Sent: Thursday, July 06, 2006 10:28 AM
Subject: Conclave 2006

Conclave 2006 Austin-Healey Club

By Bill Blake

This national A-H event was held this year at the Stan Hywet house and gardens in Akron, OH. Buckeye Triumphs was well represented with myself, Carl and Elaine Moore and Tim and his Dad from Marion along with Eric Jones and Susan Logan. The day and the setting were spectacular! They had hundreds of Bug Eyes and Big Healeys from all over the country along with a cool Lotus Europa and one TR6 thanks to the Moores.





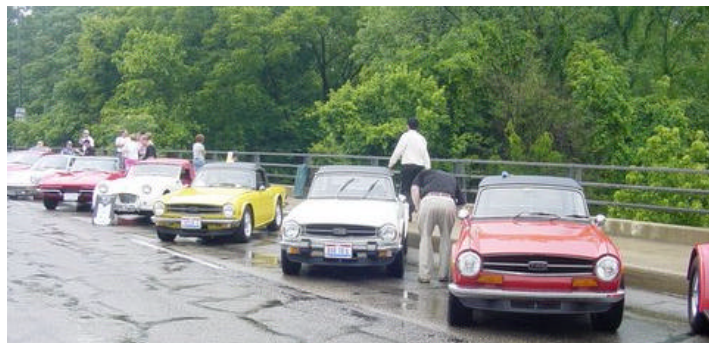
Just another reason to be VERY proud to be associated with the Arthritis Foundation!

JB

Jeffrey R. Brashares
Vice Chairman-Commercial Sales
Pacer International
6805 Perimeter Drive
Dublin, Ohio 43016



From: John Johnson johnjohnson@columbus.rr.com
Sent: Thursday, June 29, 2006 5:42 PM
Subject: Bruce, Great Race pics



From: billblake [mailto:billblake@thekayesco.com]
Sent: Thursday, July 06, 2006 10:03 AM
Subject: FW: The Great Race was Great!

----- Forwarded Message

From: "Jeff Brashares" <jeff1952@pacerglobal.com>
Date: Tue, 27 Jun 2006 07:43:29 -0400

Our thanks to Jack Compton and Andy Trux for a spectacular car event last night in Dublin, Ohio. The City of Dublin rocked with The Great Race and I was very proud that the Arthritis Foundation was associated with this event. Jack and Andy rocked.

Thanks to Stephanie, Krista and Lindsay for helping in the Volunteer Room; Leslie, Robin and Mary for helping with the event. Not sure whom else I have missed.

.... Our Volunteers rock.

My thanks to Angie for doing the Judging. We had 230 plus cars registered. The oldest was Tom Sutphen's 1930 Cord which won the Mayor's Award. Jack Compton's GT and Rob and Brenda Ellis' 58 Porsche, both won awards. Lead Sled took pix which we will use to publicize our involvement in the Event. Thanks Lead.

Terry..Please let the City folks now how much we appreciate cooping with them on The Great Race. Maybe Dublin will win the \$10,000 for The Best City visited!





From: William Blake [mailto:wrb99292@columbus.rr.com]
Sent: Thursday, July 06, 2006 8:36 PM
Subject: Additional Great Race Pictures





From: William Blake [mailto:wrb99292@columbus.rr.com]
Sent: Thursday, July 06, 2006 9:23 PM
To: bmiles@intinfo.com
Subject: Recent House Parties:

Buck and Mary Henry's after the really big show at Metro:

Newcastle accent bottle courtesy of Murry Mercier:

From: Joe Lynch [mailto:jlynch1@columbus.rr.com]
Sent: Tuesday, June 13, 2006 11:20 PM
Subject: What kind of a car are you ?

If you were a car, what kind would you be ?

<http://www.tomorrowland.us/sportscar/>

From: Joe Lynch [mailto:jlynch1@columbus.rr.com]
Sent: Monday, June 12, 2006 11:52 AM
Subject: Great auto parts for sale !

Take a look at some of the products that they offer....they're a riot !

The message is ready to be sent with the following file or link attachments:

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

From: John Johnson johnjohnson@columbus.rr.com
Sent: Sunday, June 11, 2006 2:22 PM
Subject: Now here we go....

I think that John sees some similarities.....



From: William Blake [mailto:wrb99292@columbus.rr.com]
Sent: Thursday, July 06, 2006 9:19 PM
To: bmiles@intinfo.com
Subject: Funny Pages

Seen on the body shop front door:



Len Renkenberger “Stretch” TR6

By Bill Blake

Just last Sunday I had the extreme pleasure to see the British car collection of Len Renkenberger of Easton, MD. The cars include a Bentley, Rolls, TVR, MGA, MGTD, TR6x2 and an awesome TR3 . It has a prototype wood dash:



Len is a do it himself guy that did his own painting on a 6-12 system: 6 pack working after 12pm.

Route 40 “S” Bridge Reopens

By Bill Blake

Ever heard of Blaine Hill? The National Road, US Route 40, coming up from the Ohio River at Wheeling, WVA thru Bridgeport, OH had an “S” bridge built in 1916 that was the main road west into Ohio. This bridge was relegated into obscurity in 1933 when the current Route 40 Viaduct was opened to traffic. Several groups have recently finished rebuilding the original bridge and it is open to foot traffic. It is awesome and calls of the days of the Model T and A making the difficult climb up to St. Clairsville and west on the National Road. The bridge could be used for a car meet and is within range of the Denny’s Repro Diner and Tom’s Ice Cream Bowl in Zanesville. At the end of the new “old” bridge is what remains of the original brick paved National Road that goes for about a 1/4 mile.





What was most amazing was his home built “stretched” TR6, yes it had a back seat for his grandchildren. It was completely amazing:



Did I mention that Len is a retired surveyor/engineer? He showed me pictures of how he laid out the frame and added a foot to the chassis and then constructed an

elongated frame for the custom made convertible top, and then added the space to the doors. He thinks if Triumph had done this rather than the Stag and put the big 6 in the Spitfire they would have survived another 10 years. Len is hard to argue with, anyone that can add a foot to a TR6 wheelbase is clearly in a field of their own.

Mid-Ohio Saturday Night EMCO Race

By Bill Blake

A 2 hour and 45 minute race starting at 5:30 pm on a Saturday night featuring the large Daytona prototype cars and the GT over and under classes similar to the old IMSA racing was very exciting on a perfect evening:



As is often the case some of the cars in the infield parking lot were also interesting:



My grandson Alex spotted this TR4 and was excited to confirm that it was not a Porsche.

Tales Of The Frankenstag!

June 2006
Bruce Clough



The Fixed Gas Tank In The Stag – I Knew I Had A Picture Somewhere!

Lost Picture Files

Here are a few pictures I forgot to put in this article from time to time. Above the the FrankenStag’s gas tank, fixed an in the car. Below is a view of a few of the Miami Valley Triumphs members that went on the Spring Tour at the Quilt Barn at that neat nursery we visited in Adams County, this was right before we went to the cemetery...



MVT Members Standing In The Soggy Grass Waiting For The Rest Of The Travelers, And The Real Photographer

I also had a photo to prove the MVT Fudge Chairman was at his duty post during the Spring Tour



The Official Fudge Of The Miami Valley Triumph Car Club, Please, Eat With Caution

Alright, now I feel much better since I used up all the photos sitting in the inbox for my writing – on to more current things:

Second St Market Mayhem!



“Duncan, Look At All These Little British Cars So Early In The Morning, They Are Dripping More Coffee Than Oil!”

20 May 2006: This year the Clough Clan actually got to the Second Street Market British Car Show. I guess third time's the charm! Dick Smith and the British Transportation Museum’s crew had a really nice show put together for folks, and you couldn’t argue with the weather – clear skies, calm winds. Perfect day.

We drove both the TR7 and the FrankenStag to the show, picking up Bridgett along the way (she was at her first pajama party at a friend’s house). There was a bit of confusion at first on where to park the cars, but we saw two

spots close to the registration tent, so we grabbed them! I told all the the FrankenStag was actually a forerunner to the TR7 (and engine-wise there is a little bit of truth to that), so I could park in the TR7/8 section.

There was a steady stream of LBC's coming into the show, so we ran off inside to get food before the others could suck it all up. This was my first time in the Market, and they have a really nice place. We fed the family breakfast, bought some cookies, bought some roses (4 dozen for \$10, try to do that at your local flower shop!), and got some art for the kitchen! I think we'll end up down here again sometime.



s that Chuck White Spiffing Up His Engine Compartment?

Back outside we chatted with a steady stream of people wondering what the Stag was, and found that quite a few of them believed it came with that 4.3 L GM V6 and the Roadrunner hood scoop! Bridgett & Duncan kept the crowd entertained by either fighting or pretending to drive cars. About 1100 we packed it in since we had yardwork to do and a deck christening party to go to in the afternoon. For those MVT'ers that didn't make the show, there is always next year!!

Events 2006 - Bill Blake

July, 2006		
7/4	Tue	Independence Day (Fed)
7/8	Sat	Len Immke Arthritis Show British Car Area Come Early Stay Till Close
7/16	Sun	British Car Day Cincinnati Bob 513/941-4911
7/21	Fri	Amphicar Swim In Celina, OH
7/22	Sat	Gary & Bev Nettler Annual Pole "POOL" Barn Swim-In and Mini Drive Thurston, OH

7/29	Sat	Das Vroom Brewery District Columbus, OH
August, 2006		
8/5	Sat	British Car Day Dayton, OH Eastwood Park British Car Day Ursuline College Cleveland
8/7	Mon	Business and Social Meeting
8/12	Sat	Summer Party???? PA
8/19	Sat	Vintage Grand Prix at Mid Ohio Saturday is British Car Shoot Out
8/20	Sun	Vintage Grand Prix at Mid Ohio Sunday is the main racing and concours car event
September, 2006		
9/4	Mon	Labor Day (Fed)
9/11	Mon	Business and Social Meeting
9/16	Sat	Ash Cave/Hocking Hills Motoring Event Car Hop Lunch @ Sonic!
9/17	Sun	NASA Racing at Mid Ohio
9/28 - 9/30	Thu thru Sat	6Pack Trials at Cuyahoga Falls, OH Northcoast Triumphs to host.
October, 2006		
10/2	Mon	Business and Social Meeting Greg and Ann Gillman to host Annual Garage Tour
10/9	Mon	Columbus Day (Fed)
10/14	Sat	BT Drive Hosted by Mary and Buck "High and Low and round in the Middle" Honda/Ohio Tour
10/29	Sun	End Daylight Saving Time
10/31	Tue	Halloween
November, 2006		
11/6	Mon	Business and Social Meeting
11/7	Tue	Election Day
11/10	Fri	Veterans Day (Fed)
11/11	Sat	Veterans Day
11/23	Thu	Thanksgiving (Fed)
December, 2006		
12/4	Mon	Business and Social Meeting

		Optional Event
12/25	Mon	Christmas (Fed)
12/31	Sun	New Year's Eve

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).

Officers and the Fine Print	
<p>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...</p> <p>Club address: Buckeye Triumphs, 9023 Concord Rd, Johnstown, Ohio 43031 Annual Dues: \$20.00</p> <p>General email: buckeyetriumphs@BuckeyeTriumphs.org</p> <p>Web Site: http://www.BuckeyeTriumphs.org</p> <p>Our current crop of Buckeye Triumphs Officers include:</p>	
<p>President: Buck Henry 614-733-0563 mhenry1453@aol.com</p>	<p>Vice President: Joe Lynch 614-444-1519 jlynch1@columbus.rr.com</p>
<p>Treasurer: Jim VanOrder (740) 967-2110 vanordergj@earthlink.net</p>	<p>Events: Bill Blake (614) 403-1074 billblake@thekayesco.com</p>
<p>Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org</p>	<p>Secretary: Charma Huddy 614-846-2321 jhuddy@columbus.rr.com</p>
<p>Webmaster: Ann Gillman 614-891-3733 AGillman@aol.com</p>	
<p>Technical Consultants: TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or John Huddy 614-846-2321 email: jhuddy@columbus.rr.com TR-4's: Bruce Clough 937-376-9946 clough@erinet.com TR250, TR-6: Robert Mains 614-890-7767 rmains1@columbus.rr.com or Jim VanOrder 740-967-2110 jvanorde@columbus.rr.com Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu . TR-7 & 8's: Ron Fowler 614-397-3685 tr8@att.net Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member</p>	

Comedy Clips

Editor's Note - so much material for this month, I have no room for the comedy clips (but do keep them coming)

Classifieds

TR6 Hardtop from Sam Halkias

From: Halkias, Sam shalkias@firstam.com
Sent: Thursday, June 29, 2006 6:42 AM
 Bruce,

Can you put a classified in the newsletter for my hardtop?

For sale: TR6 Hardtop. Black imron paint. New headliner. Excellent condition. \$1,000. Call Sam Halkias. Days 614-242-4218. Eve 740-548-6043.

Thanks. - Sam

Wanted:

From: Richard Shoultz rbshoult@adelphia.net
Sent: Saturday, April 01, 2006 11:33 AM
Subject: help

Bruce, emailing you requesting help finding a used rear end "pumpkin" for 1975 TR 6. Eric Jones thinks that is where my clunking noise is coming from. Will gladly follow up on any leads you can offer.

Thanks for reading and hopefully sending me towards a solution.

Dick Shoultz rbshoult@adelphia.net

Wanted:

TR6 rear tail lights in good condition at a reasonable price. (I need my differential rebuilt and Sam Halkias says that he will "work for tail lights", so I am trying to find a pair for his punted race car. I have been looking on the Internet, but I haven't found any as yet.)

If you have a pair of good tail lights that you can spare, please contact John Huddy at (614) 846-2321 (home), (614) 644-0433 (work) or jhuddy@columbus.rr.com.

PARTS...PARTS...PARTS -

1974 Triumph TR6 dark blue, black interior. No overdrive or hardtop. New clutch master, starter, tank sending unit, radiator and heater hoses. Rebuilt carbs and fuel pump, fresh tune up, coolant, and oil change. This car has an excellent frame but needs some body panels (included with car). Car runs but needs brake calipers rebuilt and new clutch to drive. I was going to restore this one but lack of time forces sale. \$4500.00 Doug Braden 614-878-6373.

TR3 MOTOR, TRANSMISSION & DRIVESHAFT

From: Timothy Macsay [mailto:mgbgt662002@yahoo.com]
Sent: Thursday, May 25, 2006 8:02 PM
Subject: TR3 MOTOR, TRANSMISSION & DRIVESHAFT

My Name is Tim Macsay and I am a member of the Hoosier MG's. I have run across a 1963/64 (not sure which) TR3 motor, transmission and Drive shaft. The motor came from a TR3 of which the rear of the vehicle was burned up. The person who obtained the vehicle used parts to restore another TR3 but did not need the motor, ect. The vehicle was running at the time of the fire, so I am told. There is no intake or exhaust manifolds. There are no Carbs. The distributor is present but does not have a cap. No starter or clutch slave cylinder visible. (actually, not being familiar with triumph motors I forgot to look) Everything else seems to be there. The motor has been outside and was last turned three months ago. The transmission has been inside a shed. I am told the motor was last run in the other TR3 three years ago the put outside a year ago from today.

Question? Would you have any members that would be interested in purchasing this motor, transmisson and driveshaft? If need be I can get numbers off the motor and transmisson and take pictures and answer any questions you may have. The items are located in the Brownsburg, Indiana area.

Sorry to have bothered you but I hate to see any British car part without a good home. Especially a motor and transmission.

Let me know soonest as the motor is still sitting outside..... Thanks

I may also be contacted at tpmacsay@sbcglobal.net

Tim Macsay



Buckeye Triumphs
9023 Concord Rd.
Johnstown, Ohio 43031

