



Buckeye Triumphs Newsletter

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

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

Arthritis Show Silver Anniversary Show - July 6&7, 2007

The Central Ohio Chapter of the Arthritis Foundation invites you to join us for our spectacular Silver Anniversary celebration. Many newly created special events will take place at our 25th



Anniversary celebration. These events will honor the support of those participants and sponsors who have helped make our auto show so successful throughout the years.

Classic cars... street rods... sports cars... European exotics... customs... muscle cars... pro street... trucks... vintage and antique autos... they're all going to be here to be a part of our silver celebration. 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 6th and 7th, 2007 at the 25th Annual Arthritis Foundation Classic Auto Show & Cruise-In. We have planned our most spectacular event ever!

www.arthritisautoshow.com

VTR National in Valley Forge, PA

2007 Vintage Triumph Register National Convention



July 17 - 21, 2007
SHERATON PARK RIDGE HOTEL
Valley Forge, Pennsylvania



Is Your Registration In?

Good morning fellow Triumph owners! As the Registration Chairman for this year's VTR Convention, I request that those member's wishing to attend this year's convention please register as soon as possible.

We currently have 100 cars registered and 190 hotel rooms

reserved. If the 90 potential registrants would please register at this time, it would be most helpful. Please go to the www.VTR2007.com website and register, or mail in the form in the February issue of VTR's bi-monthly magazine, "The Vintage Triumph."

Hosting a National Convention is very rewarding, but challenging. There are now less than 60 days until the convention and we need to start making commitments, not only financially, but determining the number of participants and volunteers required for the 29 planned events.

Thank you for your time.

Jonathan Bonds

VTR2007 Registration Chair

Dave Samtmann Publicity VTR 2007

Delaware Valley Triumphs Ltd

215-805-4412

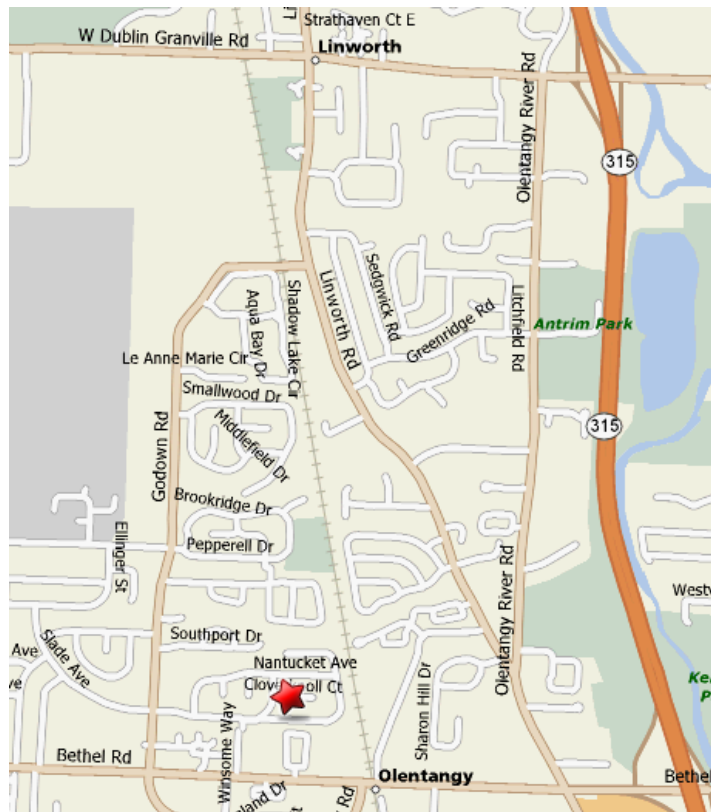
halkyon1@yahoo.com

Tech Session at John Schilling's

I would like to schedule a 'tech session' at my house for the 2nd Saturday following the Immke Show, July 21st at 9 AM, to work on replacement of the coil springs on my TR6.

Those interested in helping with my TR6 coil spring replacement can contact me at 614-353-9443 or at jschilling@dgcolumnbus.com

The address is 1156 Cloverknoll Ct, Columbus, OH 43235.



I'd appreciate if you could include a note in the newsletter about that. See you at Immke. Thanks, John

Editor's Corner

Well - another marathon newsletter session and this is the last thing before we go to press, so not much from me this month.

It is the Thursday evening just prior to Immke, so I want to get this out to everyone. Looks like great weather.

See you then.

Bruce bmiles@intinfo.com or
bmiles@buckeyetriumphs.org

President's Corner

Well it is July already. I hope everyone is ready to celebrate the 4th. Let me first start off by saying that I was very pleased to see so many members at the June meeting at Champs in Worthington hosted by John and Kim Johnson. There were many familiar faces along with some that we don't see too often and two new couples to the club. Jeff and Tina Burton from Hilliard who are the proud owners of a dandy TR-6 and Rob and Lori Wise of Marion who are recent owners of a very nice Spitfire. Welcome to the new members.

It has been a busy past few weeks. Charma said that we have had an opportunity to drive our little Triumphs almost every weekend. If you think about it, she was right. We had the British car show, followed by the River Run, the London to Brighton Run, the Antique Auto Races in Washington C.H., the run up to Lehman's Hardware Store and last week, the Mid-Ohio Vintage Races. I didn't make it to the Antique Auto Races but each one of the other events were a lot of fun and I am sure it was too.

Of the events in June, the London to Brighton Run was in conjunction with a MG-T series event that included a Fish and Chip lunch and an 80 plus mile drive in the countryside to Brighton. John Johnson helped arrange for a few of us Triumphs to tag along and the MG group was very receptive. Like I said, this was supposed to be about an 80-mile run but it turned into a 100 plus mile run once I got in the lead and got everyone lost. I let Sean drive while I navigated. I won't do that again. That's Charma's job.

Jim and Margo Washburn put together a marvelous drive up to Kidron and the Lehman's Hardware Store on June 23rd. Mary and I have never driven up in that area before and with the perfect weather, it was a wonderful drive. Browsing through Lehman's was very interesting. You see items you just don't see anymore in most hardware stores. Following the stop at Lehman's, we took a short drive up to the Pine Tree Barn for lunch. Carl and Elaine Moore were kind enough to join us there from their new home up near Canton. It was good to visit with them again.

Last week, John Huddy arranged for a run up to Mid-Ohio for a few of us. Again the weather was perfect. I let Sean drive the TR out on the track during the lunch break while I tried to take pictures with John Johnson's camera of John in his GT-6, John and Charma in their TR-7 and Joe Lynch

in his red Spitfire who were following our car. I hope I didn't break John's camera.

Coming up this weekend is the Len Immke Arthritis Show in Dublin. This is a Friday night and all day Saturday event with some very nice classic cars present along with very good entertainment. Other events during July include the Pittsburgh Grand Prix for vintage cars and the TRF Summer Party, July 14th. Friday, July 27th is the Amphicar Swim-in in Grand Lake St. Marys in Celina and I think I heard Sam Halkias mention that he is racing at Nelson Ledges on the 28th. Finally on the July calendar is the Dayton British Car Day, which is actually on August 4th.

Again, July is going to be a very busy month for us Triumph owners, so rest up, keep those cars tuned and polished and make plans to get out there and enjoy them. Hopefully I will see you all either Friday night or Saturday at the Immke show or at one of the other events during the month. Until then,

Cheers, Buck

BT Minutes

Minutes of June 2007 Buckeye Triumphs Business Meeting

Attendance: Bob Mains, Buck and Mary Henry, Joe Lynch and Anne Hunter, Bill Blake, Kathy Scott, John and Charma Huddy, Margo and Jim Washburn, Jacqueline and Murry Mercier, Jim VanOrder, John, Kim, Ryan, and Max Johnson, Howard Jefferson, Sam and Carol Halkias, Terry Birchler, Tim Swartz, Eric Jones and Susan Logan, Tina and Jeff Barton, Laurie and Rob Wise, Bill and Jennifer Reinheimer, Doug Mansfield

The June 4th 2007 meeting of Buckeye Triumphs was called to order by President Mike (Buck) Henry at 7:40 pm at Champps at Crosswoods. There was a good turnout of members, and we were treated to a beautiful rainbow during the course of the evening. Buck thanked John and Kim for arranging the meeting. He introduced Jeff and Tina Barton from Westerville who have a TR6, and Rob and Laurie Wise from Marion who have a Spitfire.

Bill Reinheimer spoke about the August 18 event he and Jennifer are hosting at Put-In-Bay. They are planning a cookout at their house and will provide the food and beer. Those who stay over until Sunday are invited to join the parade that is held every Sunday. Bill Blake has been given ferry and lodging information. He circulated information on a B&B, the Arbor Inn, for Saturday night. Buck would like to have a definite count to give to Bill by the Arthritis Show.

Jim Washburn gave details for the drive to Kidron and lunch at the Pine Tree Barn restaurant scheduled for June 23. The drive will depart at 9:00 a.m. sharp from Granville. Please contact Jim and Margo by June 18th so they will know how many to expect.

The weekend following the Kidron drive is the Vintage Grand Prix at Mid-Ohio featuring the British Car Showdown

on Saturday, June 30th. John Huddy volunteered to coordinate the drive to Mid-Ohio.

July 14th is the date of the Vintage Grand Prix at Schenley Park in Pittsburgh. Rod Yost will be putting something together for this.

Other upcoming events per Bill Blake: Triumph Register of America (TRA) National meet, June 12-16, Geneva, New York; The Roadster Factory Summer Party in conjunction with Schenley Park, July 13 thru 15; Amphicar Swim-In July 27.

The Arthritis Foundation car show will be July 6 and 7. Pre-registration deadline is June 28.

John Johnson brought up the possibility of having the annual Holiday party at Champps in 2008. There was some discussion but no definite decision. To be discussed further.

Tech sessions – Bill Reinheimer will be in need of one for his TR3.

Bob Mains, regarding regalia – let him know if you are interested in T-shirts, golf shirts or sweatshirts. Windshield decals are available for \$3.00 each.

There will be no July business meeting due to the Arthritis Show the following weekend, but we'll plan to get together at the car show. The August meeting will be held at Bill and Kathy's home.

Buck named the club members who won awards at the May British Car Day: Jim and Gayle VanOrder 1st place TR2 & 3, Greg and Ann Gillman, 3rd place in the same group; John and Kim Johnson 2nd place late TR6; Murry and Jacqueline Mercier 1st place TR7 and 8; Rob and Laurie Wise 2nd place Spitfire. Congrats to all!!

The London to Brighton Run took place on June 2nd. Four Triumphs participated in this predominantly MG activity: Sean and Buck Henry, John and Max Johnson, Jacqueline and Murry Mercier, and John and Charma Huddy. All had a good time.

Eric and Susan reported on the May 26th Riverrun that they coordinated. 74 cars participated in the drive to Augusta, KY. BT members who participated enjoyed it, and it would be a good trip for the club to consider in the future as an overnight trip.

On a sad note, we learned that Bev Nettler's father passed away. Charma will send a card on behalf of the entire group. Our thoughts and prayers go out to Bev and Gary at this time.

Tim Swartz said that Lee was doing better.

Collections for the 50/50 raffle totaled \$82. For the third time this year, Jacqueline Mercier was the winner of the drawing.

The meeting was adjourned at 8:12.

Respectfully submitted, Charma Huddy, Secretary

Thank you from Tim and Lee Swartz

Lee and I would like to thank all the club members for their kind words, prayers and generosity.

Your ongoing support of us through these difficult periods reminds us how special the bond is amongst the Buckeye Triumph members.

It truly reflects the character of this club. Thank you, God bless you and we hope to see you at future events.

Sincerely Tim and Lee Swartz

By The Banks Of The Little Miami – Jul 07



Hey Maw – Look at the grape vines, and look at that lake! Hey, there are a bunch of early TRs heading toward the winery behind us – wow! We must be at...

TRA 07 – The Tour!



Well, it's over. A week and a half on the road, about 1700 miles on the Stag, maybe a bit less on the TR7, and thousands \$\$ spent. Stag still not running as cold as I'd like, and the TR7 has a shifting problem. About par for the course. We did make it back and in one piece, and we had

lots of fun, and that's the important thing. I hope you can come with us next year, since it's a lot closer, but I won't let the cat out of the bag, at least not yet.

I thought on my write up I'd do it as I did TRA '06, just short vignettes rather than a continuous story. The sagas are for Setos, Clough's just flit from thought to thought...

Roads Less Traveled.

We tried to stay off the Interstates, mostly driven by the gearing of the Stag! The route we took was back roads to Granville OH the first night, back roads to North East PA the second night, Part back roads, part Interstate to Geneva, NY. Going back we took a lot of Interstates and some back roads the first day to Dover, OH, then back roads back to lovely Spring Valley, OH. Some of the best rides were on county roads traversing glacial moraines between Circleville and Granville, OH. Any Holmes County (OH) roads we took. Any roads in the Finger Lakes, including infamous Urbana Road getting to NY 14A by Keuka Lake. Coming back we took scenic PA 66 through the Allegheny National Forest, as well as great roads across glacial end moraines near Minerva, OH. Moral of Story – if you want great roads, drive with us, and ignore MapQuest!

Frigging Cars

Clutch - A taste of what's to come happened on the road the first day out. Alice complained the car was hard to shift. I didn't find any problems at the Buxton Inn, but then again, I have longer legs. On the way to PA it began acting up again, so when we stopped by her mom's house I took advantage of the time and added a nut to the end of the clutch rod. It made it better for a while, but then got hard again. By this time Alice had figured out the technique to drive it and we made it to Geneva without problem. On the way home it started acting up again in the hotter weather, but we made it home. Inspection showed significant wear to clutch fingers and a clutch disk that looks like it isn't making consistent contact across its face. I've ordered matching parts, gearbox seems okay. I rebuilt this clutch several years ago, and it probably has ~3000 miles on it. Rats!

Exhaust – About a month ago I tightened up the TR7 exhaust. Avid readers will remember this system was put together several years back when a Monza system I bought self-destructed. I used the residual parts along with another cherry bomb muffler to build the new system. Well, I also noticed that the car was getting louder on the road Monday, so when I was under the car working on the clutch I rapped the exhaust and it fell off. Fascinating. I got out the electric fence wire I always bring along and wired it back together. Back home after TRA I took that off, dropped the exhaust system, and am making the appropriate changes so it stays in place next time. Am also repainting the system black instead of grey, goes with the yellow paint better...

Filtering – about the time I was pulling in the in-law's house I noticed that one air cleaner element had fallen off the Holley High-Tech air cleaner we have (otherwise known as Princess Leia) on the Stag. It's done this before when the bolt that holds on the end plate cam loose. No such luck this time, the compliant filter element combined with the weight of the end piece and engine vibration to fatigue the stud holding it on back at the base of the filter. Snapped off somewhere south of Conneaut (OH) on OH7. I still had the end plate and hardware, but the filter was gone. Alice was wondering about that "shoe" she ran over... Fortunately Conneaut, Ohio has an Auto Zone, so I bought a cheap air filter unit for the drive, called Summit Racing & Holley Carbs and ordered some parts to have shipped to the Geneva hotel. The parts arrived in time for the car show, so I could show the car with the big filter on it, but I think the days of driving around with it on are over since it will just break again due to the design.

Heat – This was the longest and farthest I've driven the car since I rebuilt the cooling system after the Branson debacle. Going to NY it looked now that the limit to my speed was going to be the transmission and rear end ratios, not cooling, but on the drive back in hotter weather it still can't reject heat as well as I need. On top of that the automatic temperature controlled switch started acting up, so I found myself manually switching the fan on and off as well as running the heater. Since the engine is designed to run hotter than a TR engine anyway it wasn't a problem, but it bugs me. The fix is literally adding to radiator frontal area – going deeper doesn't help much, it's airflow through area, so I gotta make both more. Time to get more radical – good thing I'm not a concourse guy, I'd have to commit ritual suicide.

Meet Location - Excellent

By a lake, a blue lake. A blue lake with calm waves. So what if the rocks were covered with poison ivy? Paid extra for a room with a wide lake view – was never charged. Excellent restaurants and bakeries within several blocks as well as an active train track to keep Duncan busy. Can't get any better than this! Parking lot for cars just outside the door, and an active hose working all week. – perfect entertainment for kids and headache for mom & dad. Ramada did themselves proud! Did I mention the ice cream stand with great frozen yogurt?

Ray & Mary Sighting

We had an actually Ray & Mary Bolich sighting, and this time I saw them with my own eyes. Beyond all expectations, they were in a Triumph (the TR4, now Mary will be coming after me, I must hide). They came down from Canada, but tried to get the longest distance traveled by claiming they drove from Hillsboro to Canada then the Meet. Nice try.

Raising The Ghosts

The first night we stayed at the Buxton Inn in Granville, OH. Built in 1812, it is supposedly the most haunted Inn in Ohio,

and I like the place – in fact, when we helped put on the 6-Pack Trials in 2002 we stayed here rather than in the host Inn, the Granville Inn, across the street. To test the ghost theory out this I whipped out the mandolin and dulcimer and played some old fiddle tunes, mostly sadder waltzes. This ought to get them thinking about older times and stopping by for a listen. No dice, no ghosts, but Duncan did get sick at dinner time. Not sure there is a correlation here...

The Rubber Chicken

There is a Tradition that if you break-down at the meet (car, not people) that you have to display a rubber chicken when you drive. I did this one better - I went to Foy's in Fairborn (OH - one of those stores where you can find anything...) and found a rubber chicken necklace. Now the poor soul who has just watched his/her car die by the side of the road has to wear a chicken to show the world that the car is a loser. Can't have more fun than that! About as soon as we got to Geneva we learned that Nino Richards lost an exhaust, so he got the necklace first (along with a real rubber chicken). From there is made the rounds finally ending up on Jeff Krupp. I am proud to say we never got it back.

Many new faces

I like going to TRA meets to see the people. Frankly, you've seen one TR3A, you've seen them all, but the combination of the cars with people makes the unique combo that keeps me coming back. This year was no different, with the location bringing in some new people.

First Time, Good Time

You might not know it, but Doug and Cindy Jack, the chairs for this meet, volunteered to do this without ever having done anything like that before. I was amazed and pleased at the same time, since it showed that dedicated folks can put on a meet at someplace different. They moved some events around, ensured we have a good slate of rolling events, and didn't let any adversity get them down. I thought they did such a good job that I awarded them the John Thomas Award for TR Spirit (really a service-before-self award, something I guess you could say I started since the Fred Greenberg Award died). They were a bit unsure at the start, but I knew they could do it! This is truly an inspiration for those thinking about hosting a meeting. Way to go guys!

Ying/Yang Auctions

For those of you around last year we had over 200 items. Auction ended at 2 in the morning. This year we vowed we would not do that, so we limited the number of items a person could bring as well as made the TRA cut 50%, plus the auction was moved to Saturday night to allow us to get a banquet hall for free on Friday (would cost big buck on Saturday). Yes, we vowed that we wouldn't do that again, but the combination of all the above meant we had about 16 items up for auction. Interesting. Anyway, we did the auction in 30-some minutes and really all had a good time, and got some great deals, and I got to bed at a decent

hour, okay, after sipping some gin & tonic in the parking lot while packing the car, maybe the hour wasn't so decent! Next year expect the auction to be back on Friday night with the amount of things on auction back up also. Not sure if the model will make it back in the auction...

Great Places To Stay

I've already talked about the Buxton Inn, and I like staying there and that atmosphere. I'd also like to recommend the Vineyards B&B outside of Erie, PA. Oh, it's a working farm that grows grapes, go figure! Great accommodations, good view, and the breakfast was fantastic. The food at the local pizza shop was great also. The Ramada at Geneva was very good for the price (\$89/night), and the Comfort Inn at Dover, OH, bent over backwards to make us feel at home.

Wines, Not Whines

I lost track on how many wineries we went to, but I do know we tasted as little as 5 wines and up to 15 at each one. After all of this we ended up having to find room for a case and a half of wine. We are slowly wading through these as I type. You know something odd, after tasting several hundred wines I didn't find one that I disliked. Sure, some I liked better than others, but hated none. Big change from Ohio wine tours of the past where I didn't find a single one I liked! Also a big change from touring Finger Lakes wineries a few years back – all the wines were good. As far as I'm concerned, California, France & Australia ought to move on over! Where's that glass of Cabernet Franc?

Cost?

I kept track of the cost of doing this vacation. I was morbidly curious, as well as wanting to see how bad Mr. Visa was going to be. The costs were:

Registration\$140
Food \$266
Gas\$314
Wine\$162
Stuff\$376
Lodging\$795
Incidentals\$310
Total\$2313

A small price to pay for so much fun. If you want to be correct, add another \$250 for fixing the clutch and exhaust system, we are not going to count the Stag modifications. Well worth it! Now, where did I put that spleen I was going to sell?

Pictures and Words

The following are some of the pictures I took and the words that go along with them. Enjoy!



On The Road Again – Somewhere on US 22 East Of Washington Court House. Note both the air filter elements are on the air cleaner. This would not last long... Note the wedge in the rear view mirror, I was hoping that would last long...



Canandaigua Lake – never been there, have been now. The usual beautiful drive on great roads, and ate lunch at the Naples Hotel and drank at two wineries to boot. Life is good!



Not The First Triumphs There – We pulled in the hotel in Geneva on Tuesday and there were lots of little funny British cars running around, along with Duncan – he's always running around...



Run To Watkins Glenn – I think this was NY 14 along Seneca Lake, Great Road, Especially Since It's Lined With Wineries, not a lot of curves, but good vistas



Getting into Watkins Glenn – yes, that's Paul Corcoran in front of us... We waited here about 30 minutes before they

put us in line somewhere else. We got to watch a few race teams do time trials before we were allowed on the track – one was an F1 type racer with an obnoxiously loud waste gate. Zoom!



Paul's Car from the front – shot from the White's car

Finish Line – We Were Wondering Where The Flag Waver Guy Was – Probably eating our food...



Met A TR7 St One Winery – Original Owners celebrating wedding anniversary in a 30th Anniversary Edition. No, they were no part of the meet, the meeting was by chance, or by wine...



On The Track – Well Not Quite 200 MPH, More Like 60 MPH. Still It Was Fun, and 60 was fast enough for the rest of the family – especially those back-seat drivers...



Results Of Drive Back From Watkins Glenn – A Case Of Wine, Plus A Few Extras. Didn't Pass A Winery We Didn't Like!



View Across Seneca Lake from Prejean Winery (One of the original ones) – Liked This One, Liked Them All.



Nino Working The Rubber Chicken Off – Lost his exhaust hanger, gained the chicken! He was wearing the chicken necklace at the time, but was considering how it could be used to secure the exhaust tip.

Bully Hill Vineyards, Keuka Lake Overlook. This is a vineyard to visit, just northwest of Hammondsport. It sits on the side of a deep valley that the lake is at the bottom of. Great Wines, Great View. Heron Hill, just up the road, also has great wines and similar view. My pick for best of the region.

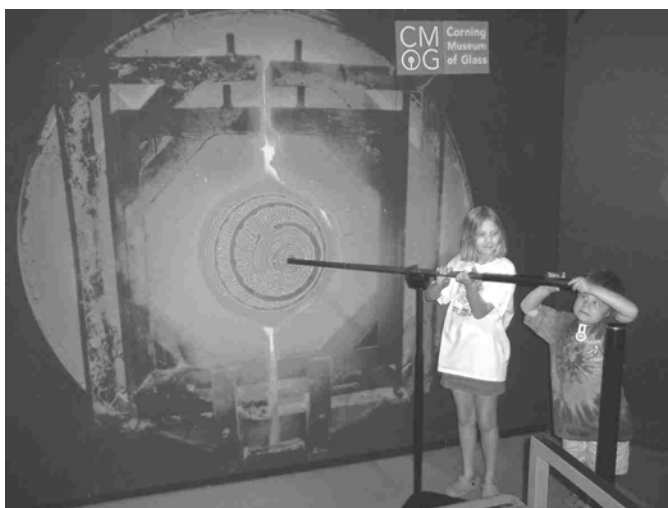


Picnic Meeting – Saw a Flag Retirement ceremony at the American Legion while we were waiting for food. I did my usual secretary function for the TRA meeting, and watched Duncan and Bridgett on the swing, and Alice enjoying the food.



Car Show – view from the hotel, lake at right. Crowd around the Dorretti in front. Pretty car.

Kids Blowing Glass – Don't Try This At Home. Corning Museum – an interesting place once you got past the glass museum. I'm not one for large collections of glass – reminds me of home...



Filled Banquet Hall – I like seeing this, all enjoying the banquet. This is a shot from the podium. I MC'd. Nobody threw tomatoes, but I did catch a few wine-soaked rolls...





Breakfast Run to the Eating House (literal translation of Essenhaus). And we did eat. The photo was taken from an old cemetery with Revolutionary War Soldiers laid to rest there.



Weaver Farms, a nice shop run by a nice Amish family. For those into quilts it's a place to visit. It's just south of Geneva off of 14.



Late Night and Gin In Parking Lot – Legal? Don't know, but it's just the thing to pack with – they watched the rest of us whackos pack cars. The conversations extended well into the night, don't know how long the gin lasted...



Lat day morning - Cars On Trailers Ready For The Drive Home, morning hazy and one could guess the heat would build. First hot day we were there, just like last year – it got hot when we left.



Last Shot Of The Lake Before We go. Just as pretty as when we arrived – we heartily suggest this location for any TRavelers if they are in the area.



Proof Ray and Mary Were There – Their TR4 parked awaiting the okay to drive onto Watkins Glenn course. Yes, Mary drove the Mini...



Say it ain't so, Joe! A TR7 Sans Trannie... Just a few days after we got back I had the thing out. Confirmed it was clutch problems eerily reminiscent of TR6s...

The Cat And The Bag

Next year, ohhh yes. COCTRA is hosting it on the shores of Lake Erie. More specifically at the Sawmill Inn near Cedar Point. I will keep you posted and also will be bugging you to go. VTR is in Detroit. We'll go to that also!

Wedge/Stag Tech Tip Time

From Glenn Merrell, on the Stag Email List - a member, Doug, was asking about what to do when rebuilding an engine, specifically, what to tell am machine shop to do, and what to look for. Glen's reply is generic enough to be used by all Triumphs:

Hi Doug,

Wow, there are a long list of things a machine shop should check as a matter of standard practice. Each item should be on a standard "Master Engine Builders" job intake list.

I suppose it boils down to how much attention to detail and cleanliness the shop is dedicated to. If you can eat off the floor and work benches, don't trip over huge piles of broken parts tossed all over the floor, the shop is orderly with no tools left laying around, then that is a good start.

As we well know, Quality Control was not a strong point at British Leyland Triumph in the 1970's. So depending on whether a strike was looming, layoffs, the proverbial quitting time rush to the pub for the pint, early morning - not very motivated before lunch ... or just getting reamed out and written up by the floor walker for dropping a wrench, well you get the idea.

Pile on top of that, after market rebuild manuals not being correct such as in the "Master Engine Builders Shop Manual" where original engine specifications are mistyped or incorrect; substandard parts being sold by suppliers, distributors and on Ebay, well there is a lot of room for error.

This is why you need a shop who knows engines, engine machining, and who have a thinking / reasoning / functioning brain in their head.

For me many think this is overkill and wasted money, but when I go to the machine shop with a 35 year old engine, I ask for specific things to be measured after the block is cooked out and the normal measurements are taken - and get them written down and ask for the values to be written down when measured:

- CLEAN EVERYTHING!!
- MEASURE and inspect EVERYTHING!
- locate, clean and verify the original machining datum points
- verify line bore in x & y axis with cylinder perpendicularity to the stroke - all 8 cylinders!
- examine the complete block water jacket, scrape the rust and casting sand from the bottom of all 8 cylinder liners, look for casting flash in the ports of the water pump
- use only AE pistons, or custom manufactured forged pistons machined by a major quality oriented and certified piston manufacturer
- magnaflux EVERYTHING!! including all the parts, crank, conn rods, cams, misc bits and valve springs
- die test the heads, oil transfer and rear head transfer plates for cracks - that is all aluminum parts
- torque plate the heads to check for warp at the bearing journals
- MEASURE EVERYTHING!
- chase all oil galleries with a gallery brush - all of them
- heat soak and relax the crank BEFORE measurement, hardening and grind
- shot blast the crank and rods

- relieve the crank oil holes and bearing surfaces at edges of the crank journals
- full race tolerance balance of all parts
- measure the runout of the camshafts front mounting flanges
- measure runout of the jackshaft, bearing journals, and gear hardness two places
- do not grind all valves to the same height at the stems tops
- if the block it is decked, supply the timing cover for decking too
- if the heads are skimmed, supply the intake manifold for machining with the head gaskets
- measure and inspect each spring keeper for proper thickness and machining
- measure each tappet bucket socket for wear and ovality, and measure each tappet bucket for wear, magnaflux the tappet buckets
- helicoil or threaded insert all the intake manifold bolt holes
- remove the freeze plugs from the heads, run a rod from the rear of the cylinder head openings through the water jackets and oil galleries looking for old casting flash
- examine the cylinder head water jacket holes for extended thick casting flash reducing the water jacket hole sizes to where they do not match the engine block holes
- use all new fastening hardware for the connecting rods, head studs, washers, nuts and bolts
- hardness test ALL GEARS and SPROCKETS
- renew the water pump with a hardness tested unit that has been professionally assembled, replacing the lower bush bearing

Other machine shop "errors" are not errors of the shop per se, but of the parts supply quality. Substandard and improper application of parts is another area that a "thinking" engine builder will be able to question the suitability or quality of a part without blindly bolting it in place. This is where the final assembly is important to make sure the parts that are assembled are correct for the application and hardness, in proper alignment and adjustment.

That is my recommendation. There are a lot of people who will say a lot of this is a waste of time. But I figure if I am going to spend \$3000-\$6000 on an engine rebuild, I only want to spend it once.

Glenn Merrell

Notes from Members

From: John [mailto:johnjohnson@columbus.rr.com]
Sent: Sunday, July 01, 2007 11:09 PM

To: Joe Lynch; Bruce Miles; Gary Nettler; Mark Uhlig
Subject: Mid-Ohio deal of the day

Heres the perfect place to advertise your car.... on the potra potty. Sweet.



From: Mark [mailto:triumphlodge@comcast.net]
Sent: Monday, July 02, 2007 4:13 PM
Subject: RE: Mid-Ohio deal of the day

That's great.
 Too bad it's not a Brown TR6, eh??
 Hope you guys are enjoying the summer.
 TRF is so approaching.
 I may be able to get out to 6Pack... TBD
 XOXO

From: Schilling, John [mailto:jschilling@dgcolumnbus.com]
Sent: Thursday, June 28, 2007 8:21 AM
Bruce,

Here's some photos from the BT drive to Kidron last Saturday for your consideration. Captions can be added at editor's discretion. :-)

Photo #002 - Non-electric ice cream maker; could it be hitched to a Triumph?



Photo #003 - Pine Tree Barn, a delightful setting. Thanks Jim & Margo!



Photo #005 - Foiled again! They must have known we were coming; flowers were glued down.



Photo #004 - At Charma's suggestion, Murry phones ahead to the next ice cream stop for reservations.



Photo #010 - Drivers fueled and ready for the return trip to Columbus.



I would also like to schedule a 'tech session' at my house for the Saturday following the Immke Show, July 21st at 9 AM, to work on replacement of the coil springs on my TR6. I'd appreciate if you could include a note in the newsletter about that. See you at Immke. Thanks,

John

PS Sorry you couldn't make the Kidron trip. The 3 Triumphs (Washburn, Lynch, Schilling) that drove back via SR 514 enjoyed a true sports car roadway.

From: Mark [mailto:triumphlodge@comcast.net]
Sent: Wednesday, June 27, 2007 9:31 PM
Subject: RE: Amish Drive

You know how to spot an Amish mechanic?
He's the guy with his hand up the horse's ass

From: John [mailto:johnjohnson@columbus.rr.com]
Sent: Wednesday, June 27, 2007 8:49 PM
Subject: Amish Drive

Here are some pictures from the Washburns fantastic drive to Amish country.



From: John [mailto:johnjohnson@columbus.rr.com]
Sent: Wednesday, June 27, 2007 8:43 PM
Subject: Lunch in Amish country

When we were on our drive to Amish country this past weekend we all stopped for lunch at the Pine Tree Barn. Here is a picture of Lindsey showing Joe the "dessert" offerings. See anything you like Joe?

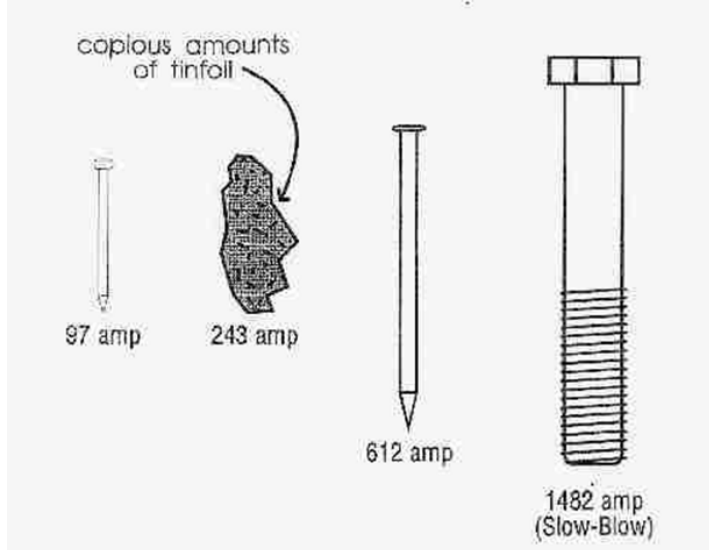


From: Randall Prunty [mailto:rcp067@columbus.rr.com]
Sent: Wednesday, June 27, 2007 6:32 PM

This has some repeats in it, but is still enjoyable.....

Guide to Fuse replacement:

Guide to Fuse Replacement



- Not many people know that Land Rovers attempted to market a computer. Why did they stop? They could not find a way to get it to leak oil!
- A Land Rover doesn't leak oil, it marks it's territory. Did you hear about the man whose Land Rover didn't leak oil? The factory took it back and worked on it until it did.
- Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night? They all look the same." - "He replied, "It does not matter which one you use, nothing happens !"
- The Lucas motto: "Get home before dark."
- Lucas is the patent holder for the short circuit.
- Lucas - Inventor of the first intermittent wiper.
- Lucas - Inventor of the self-dimming headlamp.
- The three position Lucas switch - Dim, Flicker and Off.
- The Original Anti-Theft Device - Lucas Electrics.
- >Lucas is an acronym for Loose Unsoldered Connections and Splices
- Lucas systems actually uses AC current; it just has a random frequency.
- "I have had a Lucas pacemaker for years and have never had any trou..."
- If Lucas made guns, wars would not start.
- A friend of mine told everybody he never had any electric problems with his Lucas equipment. Today he lives in the countryside, in a large manor with lots of friendly servants around him and an occasional ice cold shower...
- Back in the 70's, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.
- Q: Why do the British drink warm beer? A: Because Lucas makes their refrigerators
- Alexander Graham Bell invented the Telephone. Thomas Edison invented the Light Bulb. Joseph Lucas invented the Short Circuit.
- Recommended procedure before taking on a repair of Lucas equipment: Check the position of the stars, kill a chicken and walk three times clockwise around your car chanting: " Oh mighty Prince of Darkness protect your unworthy servant.."

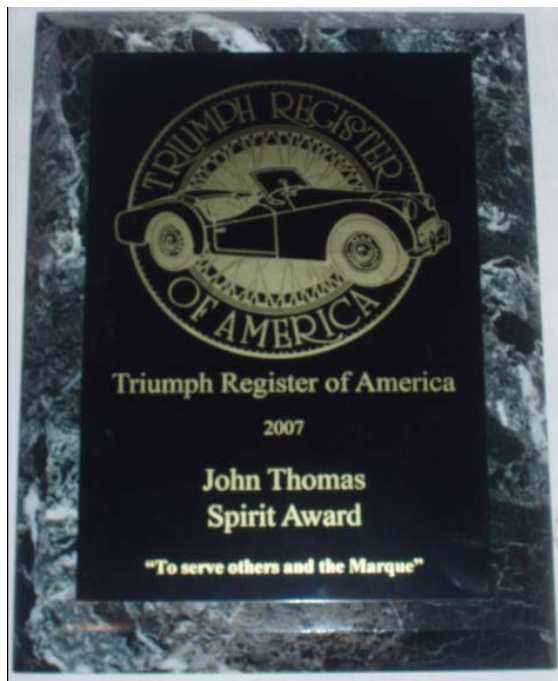
From: billblake@thekayesco.com
 [mailto:billblake@thekayesco.com]
Sent: Wednesday, June 27, 2007 4:25 PM
Subject: Re: Oh my - it is that time again? Your input is requested

Bruce, I will have articles forever after this trip. Still here in southern Germany. You cannot believe the gas prices, euro 1.47 per liter, works out at a euro worth \$.75 to over \$6.50 a gallon for unleaded. Saw an MG-TRF today and only one TR6. Been to the Porsche museum and MB museum. Have you ever seen a smart car? MB makes them, your lawn tractor is bigger. Lots of Peugeot, Alfa-Romeo, FIAT, SEAT, VW, BMW, MB, Opel and small motorcycles everywhere. I have done over 95 mph on the bahn. See you for the AF show for sure. Bill



From: Jacqueline or Murry [mailto:trsixer@yahoo.com]
Sent: Tuesday, June 19, 2007 8:39 PM
Subject: TRA 2007 John Thomas Memorial Award

Here are some photos from TRA 2007 including the John Thomas Memorial Award given to Cindy and Doug Jack. They have a TR3A and a TR6 with a "Sticky Clutch". I sent him Nelson's article about his fix for my "Binary Clutch"





From: John [mailto:johnjohnson@columbus.rr.com]
Sent: Wednesday, June 06, 2007 1:27 PM
To: Bruce Miles; Kim; Bill Blake; Gary Nettler; Joe Lynch; Mark Uhlig
Subject: Rainbow

We now know that there is no pot o' gold at the end of the rainbow, just bad chinese food and British cars.



It was a great tome with wonderful weather for two or three drives each day. We added about 1,500 miles to our odometers.

Mur

Jacqueline/Murry Mercier
Buckeye TRIUMPHS
 1980TR8/1973TR6

From: billblake [mailto:billblake@thekayesco.com]
Sent: Wednesday, June 06, 2007 9:23 AM
Subject: Saturday August 18th

For those of you that want to take advantage of the Saturday in Put-In-Bay event, there is a B&B that has Saturday night available. It is the Arbor Inn 419-285-2306, they have 3 rooms left, Kathy and I have taken one, at \$170.00 including tax. The plan is to drive up to PIB on Saturday, have a cruise in on the square at Valentine Park, and then a cook out at Bill and Jenny's Saturday evening.

Sunday is totally free, there is a classic car parade Sunday at 2pm for anyone that wants to stay. Murry and Huddy will be on Kelly's and Bill may be able to go get them on Saturday. Don't miss this one!

Bill Blake

From: Steve Isaac [mailto:sisaac@columbus.rr.com]

Sent: Tuesday, May 29, 2007 1:33 PM

Bruce,

Here is the flyer I sent to you last week. Would you please put this in the next newsletter?

Regards,

Steve

Here you go:

**PURPLE DOOR CRUISE IN
Grove City, Ohio**



**SATURDAY, JULY 23
BEGINS AT 4 PM (Awards 8:00 PM)
Cars, Trucks, & Motorcycles
11 Classes - Dash Badges
Grove City United Methodist Church
(the church with the purple doors)
2684 Columbus Street
Enjoy an afternoon of great cars,
entertainment and fun featuring
Cloggers and Gospel/Bluegrass Jam
Sessions
All pre 1999 cars & motorcycles
welcomed
Food & cool beverages available**

Events 2007 - Bill Blake

July, 2007		
7/7	Sat	Len Immke Arthritis Show British Show Within A Show Dublin Metro Center
7/21	Sat	American LeMans Series Race at Mid-Ohio
7/22	Sun	Honda 200 Indy Car Race
August, 2007		
8/6	Mon	Monthly Business and Social Meeting
September, 2007		
9/3	Mon	Labor Day (Fed)
9/10	Mon	Monthly Business and Social Meeting
October, 2007		
10/8	Mon	Columbus Day (Fed)
10/15	Mon	Monthly Business and Social Meeting
10/31	Wed	Halloween
November, 2007		
11/4	Sun	End Daylight Saving Time
11/5	Mon	Monthly Business and Social Meeting
11/6	Tue	Election Day
11/11	Sun	Veterans Day
11/12	Mon	Veterans Day (Fed)
11/22	Thu	Thanksgiving (Fed)
December, 2007		
12/25	Tue	Christmas (Fed)

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

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

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

General email: buckeyetriumphs@BuckeyeTriumphs.org

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

Our current crop of Buckeye Triumphs Officers include:

President: Buck Henry 614-733-0563 mhenry1453@aol.com	Vice President: Joe Lynch 614-444-1519 jlynch1@columbus.rr.com
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Treasurer: Jim VanOrder (740) 967-2110 vanordergi@earthlink.net	Events: Bill Blake (614) 403-1074 billblake@thekayesco.com
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Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org	Secretary: Charma Huddy 614-846-2321 jhuddy@columbus.rr.com
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Webmaster: Ann Gillman 614-891-3733 AGillman@aol.com

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



Car has been in the family since 1981. Car was dipped to remove all paint and rust. Since then it was never driven in the salt.

The following panels were new in early 80's

- Floor boards
- Rear valence
- Rear deck and the side legs along rear deck.
- All wings.
- Bumpers
- sills

All the chrome light fixtures were also replaced as was the windshield and all rubber seals.

Engine was rebuilt in early 90s using new block, crank, camshaft, etc.

Gearbox & OD rebuilt around 2000.

Mufflers and pipes are stainless.

It was completely stripped and repainted in 2002. Paint is PPG base coat - clear coat 76 TR white

Car runs and drives better than when it was new.

\$12,800

Ryan Miles is helping Kim sell this car - he can be reached at 740-334-3512.

Comedy Clips

Sorry - no room for funnies this month

Classifieds

For Sale - 1976 Triumph TR6

Kimberly Riedel has changed jobs and will be moving to Milwaukee, WI - with the move, she will be selling her TR6 (formerly Nelson's)



PARTS...PARTS...PARTS -

My parts business has moved to 539 Cambrian Road just east of Urbana. The new phone number is 937 834-1690.

I can supply new parts, used parts and some NOS. I sell Moss, Roadster Factory, BPNW, among others parts at dealer's cost to Buckeye Triumph club members. My website is WWW.triumphparts.com

Doug Braden
Doug's British Car Parts
539 Cambrian Road
Cable, OH 43009
PHONE (937) 834-1690
www.triumphparts.com

CARS WANTED

Very Serious buyer for:

Jaguar, XK- XKE MG-"T" series, MGA
Triumph TR-2-3-4-250 Mercedes 190-
220-230-250-280 SL All open cars
Porsche- 356-911-914 Austin-Healey,
Riley, Alfa-Romeo, Singer, 1964-1967
Ford Mustang , Model T, A

Entire Collections Possible

ANY CONDITION - ANY LOCATION

Generous Finders Fee. WILL PAY THE MOST!!

1930's – 1960's

Buying Restored Gas Pumps

Also other interesting cars.

European and American made

STEVE'S BRITISH CONNECTION USA

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9023 Concord Rd.
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