



# Buckeye Triumphs Newsletter

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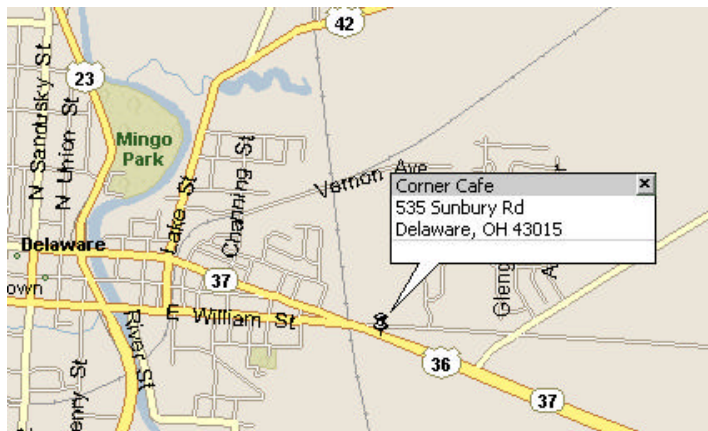
**Winner of VTR Best Newsletter Award – 2003!**

## BT March Meeting - TUESDAY, April 5<sup>th</sup> – 6:30 PM

Bill Blake will host the April BT meeting - he had originally planned to have this at their new “digs” in Delaware - but apparently we aren’t yet done unpacking. So the meeting will be held at:

Corner Café  
 535 Sunbury Road  
 US 37 State Route 36  
 Delaware, OH 43015  
 740/369-0377

We’ve been there before - it’s a nice place for a “cruise in” - let’s hope that the weather cooperates.



## Editor’s Corner

First item for this month’s newsletter - THANK YOU to Ann Gillman for her efforts at sprucing up the Website - go see her handiwork at [www.buckeyetriumphs.org](http://www.buckeyetriumphs.org)  
 Nice Job Ann!

Well - the season is heating up - literally. Yesterday was the first nice day of the season. I’m traveling in West Virginia, so the effect is extra nice, except I can’t go home and play with my car. Next week looks nice, perhaps the LBC’s will be coming out of hiding for the April meeting next TUESDAY (not Monday...)

Ryan is officially a Senior at Ohio Northern, seems like just yesterday that I could hold him in the palm of my hand. He has worked very hard at school, and made the Deans list for the first 2 quarters this year, with a cumulative GPA of 3.5+ Although I think that school is important, I feel really sorry for him because he has no place / outlet to work on his automotive projects. When he was in high school he spent untold hours working in the garage, it was always fun to come and see what he had accomplished. I had hoped that we could get some work done at Christmas vacation, but 8 days of an ice storm and no power or water took care of any of those plans. He’ll be home this weekend and I hope we can get some things underway.

We have no official driving event planned for April, but May promises to be pretty busy. Complete details for May in next month’s newsletter.

Hopefully I’ll be pulling the TR6 out soon and start to enjoy the weather.

Lots of good stuff for this month’s tome. Joe Lynch tells his story, Bruce Clough is working hard to make TRA 2005 a success, look for the details in this edition. Jim VanOrder has his tub back from the paint shop, and he has been busy welding the frame - lots of good pictures.

I am very sad to say that I’ll be teaching in Cleveland next week, so I’ll miss the BT meeting again - but I promise to make the meeting at the Henry’s.

Hope you all enjoy the newsletter - I look forward to being on the road.

Bruce Miles [bmiles@INTInfo.com](mailto:bmiles@INTInfo.com)

Next Newsletter Article Deadline – April 28<sup>th</sup>, 2005

## President’s Corner

Is it ever going to warm up? I am sure I am not the only one asking that question. But once it does, I, like a lot of others of you, will be very busy with yard work, cleaning old man winter off of the house and oh yes, working on those little British cars.

Sean, my son, was home during spring break a few week ago and we spent some time down in the basement shop working on the Spitfire bits. We were hoping to get the front suspension sub-assembled but the bolts in the bushing kit didn’t fit, so until I get new parts that will have to wait. We were able however to get a few other odds and ends finished up.

The engine was sent out this past fall for a rebuild and is now ready for pickup. Eric Jones rebuilt the transmission while Sean was home for Christmas break and Sean was able to assist Eric with cleaning up the parts. Thanks Eric, Sean really enjoyed getting to help and observing how a transmission is rebuilt.

In a few weeks, if and when it gets warmer, Sean said he will come home from school and the two of use can get the Spitfires chassis reassembled and install the engine and transmission on it. I’m not sure how much more we can get

done on it this year. This year's budget is just about all spent.

I want to thank Ann Gillman for stepping up to the plate and taking on the job of Webmaster for the Buckeye Triumphs web page. Ann volunteered right after the March meeting to take on the challenge. I see that Ann has already made some updates and cleaned up some things where needed. Thanks very much Ann. It is now up to the club members to support Ann by giving her material to post on the web. If you haven't been on the web page, check it out.

Per our discussion during the March meeting, continue to support the monthly newsletter by submitting articles for either the "Technical" section or "Notes from the Members" section.

Regretfully, I will not be able to attend the April Buckeye Triumphs monthly meeting. I will be attending a conference in San Diego (Mary has volunteered to come along to make sure I don't get into any trouble). Yes I know it's tough, but someone has to do it. Anyway, I'll keep my eye open for any LBCs. I'm sure Joe Lynch will do a fine job with the business part of the meeting.

I look forward to seeing you in May if not before.

Cheers, Buck

hours straight at 70 mph fighting 18-wheelers and construction), we plan on stopping and smelling the roses numerous times. So, what does the itinerary look like?

- It actually starts on Monday, 20 June. Y'all are invited over to the ranch to stay overnight just a bit south and west of Xenia. If you come early you can take advantage of a bit of shopping (except most of the antique shops will be closed in Waynesville). We can sleep about 15 folks in the house, and campers can pitch a tent in the yard. Weather permitting we'll have a bonfire (aka - burn up the yard debris). Please note that if you smell bad we're going to have to send you to the horse barn across the street as we probably won't have time to hose you down. Snorers will be relegated to the basement, banjo use is encouraged. We always welcome folks from Maryland...
- Tuesday morning finds us up, shaking off the hangovers, and heading off to Kentucky from Xenia. All are invited to join us. The philosophy is simple: take your time, stop at interesting places, and stay at places that have swimming pools for the kids (okay, Alice and I like them too). We like to stay at State Parks since they are a little more distant from "hustle & bustle" than a Motel 8 next to the interstate. We like parks, we like museums, we like pictures. Cars are in there somewhere. I figure we'll be lucky if we leave the Clough Ranch by 1200 and head south. As we said, those coming in from (in or) out of state can either come the night before, either staying at the ranch or nearby, or meet us here at 1100 for a light lunch. We will head south on US 68 to cross the Ohio at Marysville, stopping at Ripley, OH to look at the Underground Railroad historical sites as well as to see if the dulcimer music shop is open. Once into Kentucky we will motor to Blue Licks Battlefield State Resort Park to stay the night. US 68 is pretty scenic here with horsefarms and the like... You will need to make reservations at Blue Licks - the link to the website is: <http://www.kystateparks.ky.gov/bluelick.htm> pleas go there soon as we did not block out rooms!
- Wednesday will find us on the road about 8 am, heading around the north side of Lexington and getting back on US 68. This takes us through the Kentucky River Gorge and past both Ft. Harrod (early KY settlement) and Perrysville Civil War Battlefield (Gen Bragg blew it, but so did Gen Buell). Speaking of the Civil War, lunch time puts us in the land of President Lincoln's birthplace and the Oscar Getz Museum Of Whiskey History. Later that afternoon we will continue to cruise west through the Bluegrass (and through Rosine, home of Bluegrass music founder Bill Monroe) heading toward Pennyriple State Park, where we will spend the night. As with Blue Licks - you will have to make a reservation - the web site is: <http://www.ky.gov/agencies/parks/pennyriple.htm>
- Thursday it's off to Branson - and we're going to be up early, so no heavy drinking the night before! We head out again and head west across the mighty Mississippi,

**TRA 2005 Update**



**Tour de TRA 05  
(or how to smell roses along the way...)**

TRA 05 Registration forms are out and I'm looking forward to this summer. As some of you know, we plan on not taking the "beaten path" (aka I-70) to Branson, but will be taken a more laid-back route on the way there. Although we always try not to take Interstates on vacations if we can avoid it (what a sterile way to get someplace), every few years I like to take folks on a vacation getting to the vacation. This year isn't any different. Not only do we take three days to get there (most folks do it in two from Central Ohio, and you can do it in one if you want to drive 12-14

crossing through part of Southern Missouri to Branson. Quite frankly, I've not picked the stops here yet, but since we have a bit more to go this day, and we want to get to Branson in time to freshen-up before the Riverboat Cruise, we might not be stopping as many times - remember - no breakdowns allowed!

- Thursday night through Saturday is covered by TRA! You'll have to go to the web site to get details: <http://www.triumphregister.com/TRA2005.html>
- Sunday we're coming back a more northerly route - via Indiana this time. Still taking back roads where we can, but stopping a few times at places of interest (yard sales, cheesy tourist traps, etc.). Sunday night we are staying at the Spring Mill Inn at the Spring Mill State Park. Yes Virginia, they have a web site: <https://springmillinn.dnr.state.in.us/>
- Monday its head towards Ohio, so up early and on the road - back roads again. Nothing fanciful that day since I have to be back at work on Tuesday (okay, so we'll probably stop a few interesting places...

That's it - nothing to a wonderful tour to and from TRA. Join us if you can, make your reservations early. I deliberately picked places where they say camping is available or nearby. Remember - you don't have to bring a Triumph if you can't - you are all that's needed. If you're coming along, please let us know! See you on the road!

Bruce Clough 937-376-9946 [clough@erinet.com](mailto:clough@erinet.com)

## Joe's Story - Part 1

**From:** Joe Lynch [jlynch1@columbus.rr.com](mailto:jlynch1@columbus.rr.com)

**Sent:** Thursday, March 24, 2005 7:15 PM

**Subject:** Re: Call for Newsletter Input!

OK, it looks as though it's my turn for a little bio. My name is Joe Lynch, I'm 48 years old, and work for the Kroger Company. I'm currently (and permanently) engaged to my lovely co-pilot Anne Hunter. I own a 1971 Triumph Spitfire.



My love of the Spitfire goes back quite a few years. When I was just a young pup, looking for my first car, I had a friend that owned a used car lot. Assured that I'd get a great deal, I went out to see him. As I cruised the lot, I spotted a fantastic little convertible in a corner of the lot. It was a bright yellow 1971 Triumph Spitfire, and the price painted

on the windshield read \$800 (close to my price range). I was smitten with her. I gave it a quick once over, and immediately noticed that there were some electrical problems (suprise, huh?), but was quite impressed by her shiny new paint job, and the way that whole front of the car lifted up to get to the engine. I then decided to take her out for a test drive. I got about a half a mile away from the dealership, when she died on me. I hiked back up to the lot, and they said that she had probably just run out of gas. We went out to retrieve the car, and pushed it back to the lot. I looked at the car for a few more minutes, and then went in to tell my friend that I wanted to buy it. When I told him of my intentions, he replied "No, you don't want to buy that car", when I said that, yes, I did, his next statement was, "You may want to buy a Spitfire.....but you don't want to buy *that Spitfire*".

Uh oh, he must know something about the car that I don't know about. I took his advice and passed on the Spitfire, and settled for a 1966 Pontiac Bonneville convertible (about as far opposite from a Spitfire as you could get). I loved that big old Bonneville (and all of the cars that I've owned in the meantime), but I never quite got that Spitfire out of my system.

Now, fast forward 30 years to 2004. In the spring of 2004 I had just gotten my income tax refund check, and I had just received a check from where I had sued a telemarketer for repeated phone calls (*yes, you can get money from them !*). Hmm, how shall I spend this money ? Somewhere way back in my mind, that little Spitfire popped up. I searched the web to find out as much as I could about Spitfires, and to my surprise, discovered that there was a local group of Triumph enthusiasts - Buckeye Triumphs. I found out where their next meeting was going to be held, and I nervously attended my first meeting (initially being confused, since nobody actually drove a Triumph to the meeting). My fears were immediately overcome though, by the warmth by which the group welcomed me. They immediately made me feel like a part of their family.

I watched at the local paper for a few weeks, but none were ever listed for sale. I logged on to the Hemming's webpages, but the only ones that I saw seemed pretty expensive.

Next I turned to Ebay "the great provider". I was amazed to see dozens of Spitfires for sale all over the country. Now, just to pick out the right one. I bid low on a couple different cars, but got outbid. Then I found one that looked really good. I studied the photos, read the descriptions, and wrote the seller and asking him several questions that I had. This car looked like the one for me. My palms got sweaty as the auction came down to the closing moments. I wanted to wait till as late as possible before placing my bid. I got my bid in, and lo and behold, I finally had my Spitfire !

End of part one. Part two will continue in the next issue.

Unfortunately, I won't be attending the April meeting, I'll be vacationing in Spain. See you in May ! Adios.

Joe Lynch

**BT Meeting Minutes**

Margo missed this months deadline - she promises more next month.

**Events 2005 - Bill Blake**

Apr 1	April Fool's Day
Apr 3	Start Daylight Saving Time Spring Ahead One Hour
Apr 4	6:30p Buckeye Triumphs Business and Social Meeting Bill Blake and Kathy Scott to host 115 Cottswold Drive Delaware, OH 614/403-1074
Apr 22	Earth Day
May 1	British Car Day Akron Rt. 18 Hilton Inn Fairlawn across from Summit Mall Ken 216/701-5640 pre reg recommended <a href="mailto:skhillier@aol.com">skhillier@aol.com</a>
May 2	6:30p Buckeye Triumphs Monthly Business and Social Meeting
May 6 - 8	Springs Inn 859/277-5751 Bluegrass British Bash Kentucky Derby Weekend SBMS Danny Morton 859/497-7705 May 6th thru 8th
May 8	Mothers Day
May 14	12:00a British Car Day Drive Leaving at Noon from the Hilton Garden Inn in Dublin Metro Center and Meet N Greet that evening at the Hilton Garden
May 15	British Car Day Metro Center Dublin Women's Lunch and Tour Morgan House
May 22	American LeMans Race at Mid Ohio
May 29	Indy 500
May 30	Memorial Day (Fed)
Jun 5	British Car Day Fort Meigs Toledo Area Call Bill 614/403-1074
Jun 6	6:30p Buckeye Triumphs Monthly Business and Social Meeting
Jun 11	British V8 Show Terre Haute, IN Contact Bill Blake 614/403-1074
Jun 12	Concours d'Elegance Ault Park Cincinnati, OH
Jun 14	Flag Day

	Display the Union Jack and/or Red Dragon (Wales) or Lion Rampant (Scotland)
Jun 19	Fathers Day
	Stan Hywet Fathers Day Car Show Akron
Jun 20	Arthritis Foundation Show Committee Meeting at 11:30am
Jun 23	TRA - Branson, MO
Jun 25	British Car Showdown at Mid Ohio Vintage Races
Jun 26	Vintage Car Races at Mid Ohio and Concours Car Show
	Champ Car Race Burke Lakefront Airport Cleveland, OH
Jul 4	Independence Day (Fed)
	No regular Meeting due to Holiday and AF Show
Jul 5	Packet Stuffing for Arthritis Show lunch is free at AF HQ 11:30am
Jul 8	Arthritis Cruise-In Multi-Make 1200 Cars expected
Jul 9	Arthritis Show British Car Area Call Bill 614/403-1074
Jul 17	British Car Day Cincinnati Edgewater Raceway Park Bob 513/941-4911

**Notes from Members**

**From:** Buck Henry [mailto:MHenry1453@aol.com]  
**Sent:** Monday, March 14, 2005 10:02 PM  
**Subject:** British Car Council Meeting from Buck

The following are highlights from this past weeks British Car Council meeting.

There is a need for 5 or 6 tents at the car show this year to be used at the registration area.

About a half dozen traffic cones are needed also.

Saturdays rally/tour will be to the Urbana area and the Berry Farm out that way. Possible stops at the Castles near West Liberty. More details to come.

Parking/Registration assignments;

Buckeye Triumphs 10:15 a.m. to 11:15 a.m. 1st Shift, need 7 members

Buckeye Triumphs 11:15 a.m. to 12:00 noon 2nd Shift, need 7 members

Buckeye Triumphs will need members to help park the cars on the grass. Because there will not be any marked off parking areas on the grass, members will be needed to assist in the parking to keep the rows nice and straight.

Eric Jones informed the Council that Dayton Steel Wheel will open their business to tours this summer, Monday through Friday. They need 3 to 4 weeks notice prior to the tour. Tours are limited to 40 people at a time. Tours on Saturday may be possible but the production area will not be operating.

Quaker Steak and Lube has scheduled 3 British Car Cruise-Ins this summer. All are on Mondays, May 23rd, July 18th, and September 26th. Cruise-Ins start at 7 p.m.

That's it, See you on April 4th,

Mike H.

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**From:** James F VanOrder [jvanorde@columbus.rr.com](mailto:jvanorde@columbus.rr.com)

**Sent:** Monday, March 28, 2005 7:27 PM

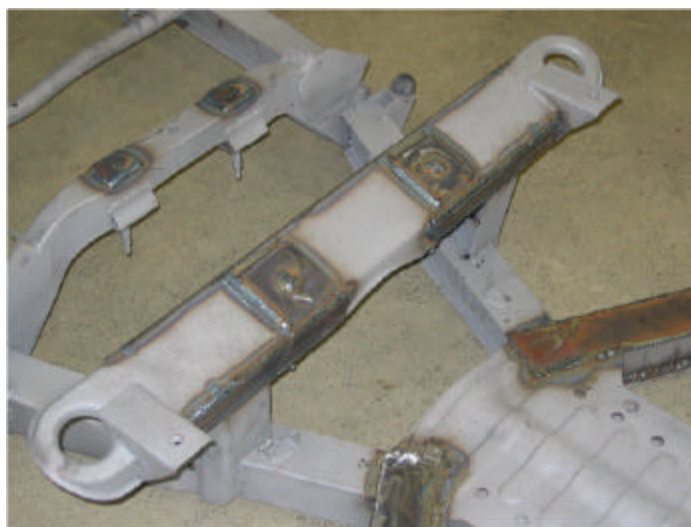
**Subject:** Frame Article

**TR6 Frame Repairs**

I recently completed my frame repairs on my TR6 frame. I have attached some pics showing the frame before we did any repairs. All in all it was not in too bad of shape, I have seem much worse. In my last article I showed a couple of pics where the diff support frame had cracked on the front lip due to the pressure of the spring. A friend of mine Bill Pittman, whom many of you have met, did all of the welding. He is an expert and I am lucky to have such a friend.

I did take the frame and had it sand blasted, this got the balance of the paint and undercoating off of it and made the welding much easier. You have to be very careful with our frames, as the bulk of the frame is around 14 gauge thickness and with rust loss, it sometimes is very thin.

See pic below.



The above pic shows the before and after. Bill welded up the crack and then a bar across the front to give it additional strength. The next two pics show how we reinforced the diff pins on top. We welded plates with holes in the center around the pin tops and then welded the pin tops over. Should give the pins a lot of additional strength.

The following pic shows how we strengthened the rear of the diff mount, Bill welded a bar all the way across the back of the top lip of the front diff mount.

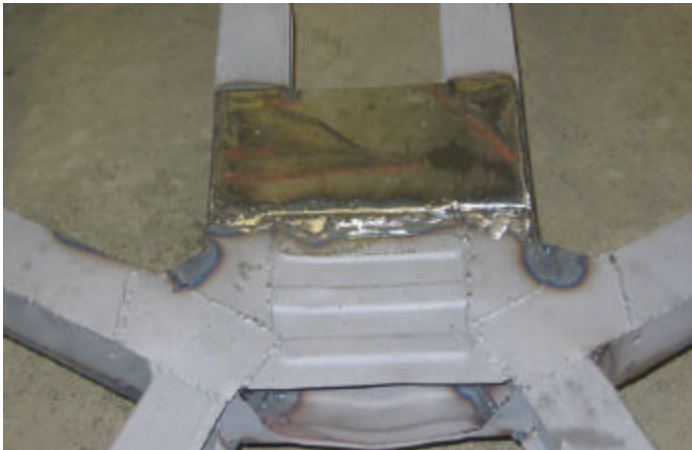


The next few pictures shows how we boxed in the front diff support pins around the pin and lower mount.



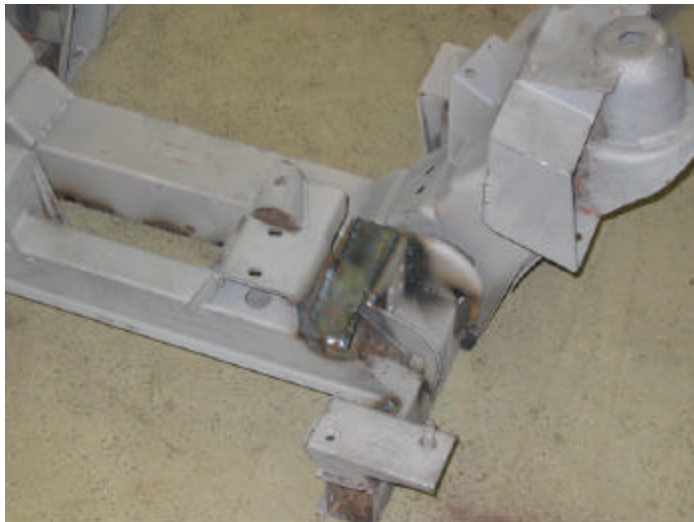
We also did some work on strengthening the T Shirt and the trailing arm frame supports. I had boxed the trailing arm frames on three sides several years ago with 3/16 coll rolled steel and now we finished

adding the top piece and strengthened the T Shirt in the middle with additional plating. It looks pretty strong now, probably much better than the factory job.



The next series of pictures show the front rack and pinion mounts with some straps welded over them to keep them from twisting loose. Also some additional welding to give various areas additional strength.





I feel very good about the repairs Bill Pittman and I have made on this frame, for street driving it should last a very long time.

My next step is to spray some undercoating inside the frame. My painter is loaning me his undercoating kit and I plan on completing this in the next week and will then paint the frame and start to re-assemble the brake and gas lines back on the frame, along with all of the suspension and rear end diff. If anyone wants additional pics or info, please let me know, I will be glad to provide this info. Thanks

Jim VanOrder

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 From: Jacqueline or Murry [mailto:trsixer@yahoo.com]  
 Sent: Tuesday, March 22, 2005 9:48 AM  
 Subject: SAE Screws & Bolts

Here are a couple of files with interesting, to a few odd people like me and probably Nelson, data on American screw thread guages and SAE steel bolt standards. I am finding this stuff handy while replacing missing fasteners on my six. They go well with Nelson's TR6 exhaustive table of fasteners.

They are from a fact-filled site called [www.sizes.com](http://www.sizes.com) .

I wonder if we can safely add them to our Tech. stuff on the web, with credit to Sizes Inc. of course? There should be no problem of adding a URL link to the Sizes site.

[http://www.sizes.com/tools/thread\\_american.htm](http://www.sizes.com/tools/thread_american.htm)

[http://www.sizes.com/tools/bolts\\_SAEtork.htm](http://www.sizes.com/tools/bolts_SAEtork.htm)

Murry

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**From:** Bill Moine [mailto:bmoine@yahoo.com]

**Sent:** Saturday, March 12, 2005 4:56 PM

**To:** bmoine@yahoo.com

**Subject:** Moinster World Tour Part II

For those of you that are wondering where I am this week.... (back from 3 weeks in Reynosa,MX)

Spent Wednesday flying from CLE to MSP to Amsterdam to Stuttgart then driving thru the black forest to Straubenhardt. Had some fun meetings Friday then Saturday drove on the autobahn 700km to Hanover. Sunday we will attend CBIT (oh boy Geeks!)

I assume I am going to get several tickets from driving at speeds way faster than I would ever drive in the USA. The Mercedes we had really moved and the autobahn has a lot of 120kph zones that they have phone radar on and I most likely got nailed in atleast one of them. After you drive at speed of over 200 kph for several hours it feels like you are crawling at 120. It took me a while to get used to driving that fast and gauging the brake lights from a distance. It is amazing how some people would blow by me like I wasn't even moving, I can't imagine how fast they were going.

I also did a major mistake in my hotel room.... I ran up an 80 euro internet bill.... DOH I need to work on my German...

I am not sure how we are making are way back to Amsterdam but on Tuesday we fly to Shanghai. I assume the road trip will continue. One tank of gas cost 62 euros which is about 83 US dollars, which makes car travel very expensive. I really wanted to drive to Paris and hop on the chunnel and end up in the UK, but plans change..... Either way I will see parts of Euro that I have never seen before.

I already feel like I have been gone forever, completely isolated from the real world.

Bill (Living out of a suitcase another month of my life)

## Roy's Ramblings

April of 2000, this is my first barn find. 59 TR3 A. Advertisement stated rust free Arizona car that was driven back to Ohio and stored past 15 years. Asking price \$5000. When I looked at it the wife who had come back to dispose of things offered it to me for \$2000. I didn't know at the time the farm owners (sister) were moving south and the farm was sold. When I checked with restorer's and was informed of a 2 year wait/completion and \$20,000 to \$30,000 cost I than began a search for a completed project which I now

own. I often wonder who owns it now. Anyone out there buy a Tr3A in Pleasantville Oh?

Ironically the barn find was BR Green and Black interior white top and boot as is my current TR3. Roy Gay



No top or side curtains



Interior was in pretty good shape



Mostly just surface rust



Could not get hood open so did not see the engine compartment.

### Items from the Internet

Date: Tue, 29 Mar 2005 15:30:16 -1000  
From: "Mark Bullard" <mbullard@verizon.net>  
Subject: Re: RE:Iron Butts

Erik, Here's how I did it:

Spend 3 weeks looking for a car on Ebay; Buy said car sight unseen; purchase airline ticket for self and sucker who wants to go on road trip; pack ducttape, screwdriver, flashlight, baling wire, pliers and lots of beer; pick up car two days after worst snowstorm area has seen for years; spin car three times in parking lot as you are leaving as you are from Hawaii and they don't have snow; Head south and pray, pray, pray...

Seriously, it was the best trip of my life and I wouldn't trade it for anything. The list provided me with the items below that I should take and I pass that on to you. Most of the items fit into a small grip in my trunk. My trip was to get it back as soon as possible as it was the dead of winter in a new car so I can't offer site seeing trips.

- ear plugs
- 3/8" pipe plug



- something to plug 1/2" heater hose.
- spare rotor
- Phone #'s/catalog for The Roadster Factory, Victoria British, Moss
- Carb diaphragm (2)
- carb sync tool
- insulated wire & connectors
- bailing wire
- electrical tape
- duct tape
- wire ties
- bungy cords
- journal
- open end wrenches (non-metric)
- screwdrivers
- needle nose, regular pliers, crescent wrench and vice grips
- Haynes repair manual
- flashlight
- hose clamps (different sizes)
- flares
- car jack
- spare inflated
- starter fluid
- windshield scraper
- Points/condenser
- 15" inner tube
- british fuses
- brake fluid
- feeler gauges
- new wipers
- HEATER CONTROL VALVE
- WD 40

Have fun.

Mark Bullard Kailua, HI

- ----- Original Message -----

From: "Erik Sulcs" <aktifspeed@earthlink.net

To: <6pack@autox.team.net

Sent: Tuesday, March 29, 2005 1:39 PM

Subject: RE:Iron Butts

I've been reading with interest people's experiences with long cross-country drives. I'm planning one of my own from Los Angeles to Long Island in my 74' daily driver. Do those of you who have made these treks have any words of wisdom in regards to preparing the car for the trip? What extra parts/tools were brought along? Any particular routes to avoid (speedtraps), or any routes of particular beauty to recommend?

Erik S.

**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](mailto:buckeyetriumphs@BuckeyeTriumphs.org)

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

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TR-7 & 8's: Ron Fowler 614-397-3685 [tr8@att.net](mailto:tr8@att.net)

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

**Buckeye TRIUMPHS REGALIA**

T-Shirts- Lt Grey Cotton \$14.00

BTC Logo - front

Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

BTC Logo - front

Large Wreath Logo – back

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

Patch Embroidered Logo \$12.00

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

Halkias Video on Valve Adjustment for 6-cyl TR's - \$10.00

Send or bring your articles to Bob Mains. Turn-around is usually about 2-4 weeks. (Names or lettering can be added for additional costs).

**Comedy Clips**

**From:** Nelson Riedel [mailto:nariedel@adelphia.net]  
**Sent:** Wednesday, March 30, 2005 8:50 AM  
**Subject:** Understanding Engineers

**Understanding Engineers - Take One**

Two engineering students crossing the campus when one said, "Where did you get such a great bike?" The second engineer replied, "Well, I was walking along yesterday minding my own business when a beautiful woman rode up on this bike. She threw the bike to the ground, took off all her clothes and said, "Take what you want." The first engineer nodded approvingly, "Good choice; the clothes probably wouldn't have fit."

**Understanding Engineers - Take Two**

To the optimist, the glass is half full. To the pessimist, the glass is half empty. To the engineer, the glass is twice as big as it needs to be.

**Understanding Engineers - Take Three**

A pastor, a doctor and an engineer were waiting one morning for a particularly slow group of golfers. The engineer fumed, "What's with these guys? We must have been waiting for 15 minutes!" The doctor chimed in, "I don't know, but I've never seen such ineptitude!" The pastor said, "Hey, here comes the greens keeper. Let's have a word with him." "Hi George! Say, what's with that group ahead of us? They're rather slow, aren't they?" The greens keeper replied, "Oh, yes, that's a group of blind firefighters. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime." The group was silent for a moment. The pastor said, "That's so sad. I think I will say a special prayer for them tonight." The doctor said, "Good idea. And I'm going to contact my ophthalmologist buddy and see if there's anything he can do for them." The engineer said, "Why can't these guys play at night?"

**Understanding Engineers - Take Four**

What is the difference between Mechanical Engineers and Civil Engineers? Mechanical Engineers build weapons and Civil Engineers build targets.

**Understanding Engineers - Take Five**

The graduate with a Science degree asks, "Why does it work?" The graduate with an Engineering degree asks, "How does it work?" The graduate with an Accounting degree asks, "How much will it cost?" The graduate with an Arts degree asks, "Do you want fries with that?"

**Understanding Engineers - Take Six**

"Normal people believe that if it ain't broke, don't fix it." Engineers believe that "if it ain't broke, it doesn't have enough features yet"

**Understanding Engineers - Take Seven**

An architect, an artist and an engineer were discussing whether it was better to spend time with the wife or a mistress. The architect said he enjoyed time with his wife, building a solid foundation for an enduring relationship. The artist said he enjoyed time with his mistress, because the passion and mystery he found there. The engineer said, "I like both." "Both?" "Yeah. If you have a wife and a mistress, they will each assume you are spending time with the other woman, and you can go to the lab and get some work done."

**Understanding Engineers - Take Eight**

An engineer was crossing a road one-day when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess." He bent over, picked up the frog and put it in his pocket. The frog spoke up again and said, "If you kiss me and turn me back into a beautiful princess, I will stay with you for one week." The engineer took the frog out of his pocket, smiled at it and returned it to the pocket. The frog then cried out, "If you kiss me and turn me back into a princess, I'll stay with you and do ANYTHING you want." Again the engineer took the frog out, smiled at it and put it back into his pocket. Finally, the frog asked, "What is the matter? I've told you I'm a beautiful princess, and that I'll stay with you for a week and do anything you want. Why won't you kiss me?" The engineer said, "Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog, now that's cool."

**From:** James D. Franchello [mailto:james@intinfo.com]  
**Sent:** Thursday, March 24, 2005 5:48 PM  
**Subject:** New 2006 Automobile Fuel Gauge Design



From: Mark Uhlig silverarrowstables@comcast.net  
 Sent: Sunday, March 13, 2005 10:36 AM  
 Subject: Unique Public Toilet  
 Here's a picture of a public toilet in REEDSPORT OREGON.



That's made entirely out of one-way glass. No one can see you in there, but when you are inside, it looks like you're sitting in a clear glass box. *Would you / could you use it ???*

**Classifieds**



1976 TR-6 Factory hard top and luggage rack white with tan interior. Car is completely original with 4,500 miles.  
 (Editor's Note: that's Four Thousand, Five Hundred)  
 \$29,000.00 Carl or Elaine Moore 614-761-0730

From: Bruce Clough [mailto:clough@erinet.com]  
 Sent: Tuesday, March 22, 2005 4:49 AM  
 Subject: Car for sale

1973 Triumph Stag. British racing green with black interior. 4.3L GM V6, automatic transmission, stainless exhaust. Wonderful body, good chrome, runs and drives, just needs to have some of the interior completed and new soft top installed (have the top, don't have time). Also have hard top which has been painted but not put back together. Complete with parts catalog, workshop manual and some spares. Lack of time forces sale - \$2750. Bruce Clough 937-376-9946 or [clough@erinet.com](mailto:clough@erinet.com)

From: [JIMBLANTLAND@aol.com](mailto:JIMBLANTLAND@aol.com)  
 Sent: Sunday, March 13, 2005 7:33 PM  
 Subject: TR3

Jim has a TR3 that he has owned for the last 16 years but has not had out for the last 6 or so. The car is a 1958 TR3A - I told him I would mention it in the newsletter if anyone was interested. His name is Jim Broderick - Westerville - Jim's Cell phone is 614-419-2822

**And finally a couple of cars from Doug Braden:**

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

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

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

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

Many common parts in stock.

Doug's Parts 614-878-6373 [Braden.13@OSU.edu](mailto:Braden.13@OSU.edu)  
<http://www.triumphparts.com>



**Buckeye Triumphs**  
**9023 Concord Rd.**  
**Johnstown, Ohio 43031**

