

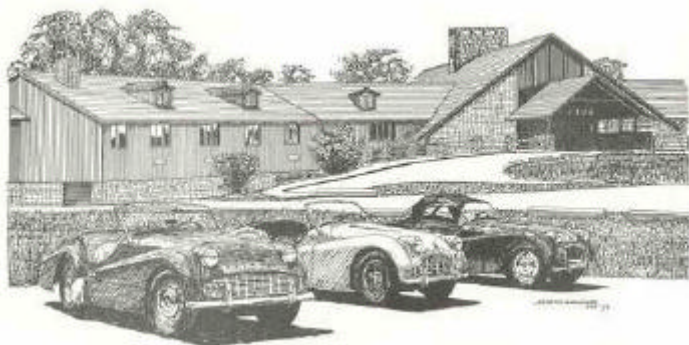


# Buckeye Triumphs Newsletter

Visit us at:  
<http://www.BuckeyeTriumphs.org>  
 (and get your newsletter in **COLOR**)  
 6-Pack Chapter  
 Center of Triumph Register of America  
 VTR Zone Member

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

## TRA 2006 National Meeting



Welcome home to the rolling forested hills of Eastern Ohio, caves, waterfalls, quaint Pioneer villages, fantastic roads, and fervent TR passion!



Information needed? Three Ways To Get It: **Web:** [www.triumphregister.com](http://www.triumphregister.com)  
**Phone:** Call Bruce Clough at (937) 376-9946  
**Email:** [clough@eri.net](mailto:clough@eri.net)

### Triumph Register National Meeting 2006 Update - the last one!

June 2006, the place, Burr Oak State Park (just a bit southeast of Columbus), the event: TRA 2006, the reason: It's fun!

Last one of these I'll write, registrations are still coming in, lodge is damn near packed with early TR folks, and I'm running around like a madman making sure I've got all bases covered. Pray for rain only at night, and no rain on Thursday, 15 June! Stan Seto is sending out the registration packets - little known secret - even though the registration deadline is passed, contact Stan at [stans@fuse.net](mailto:stans@fuse.net) and he'll figure how to work you in. I've got the car tuned, trailer built, and musical instruments in hand, so we should be ready to rock! See you there!

Ciao, Bruce Clough - TRA National Meeting Coordinator - member of BT since the beginning

## The Great Race is coming to Dublin!

*What is it?* The Great Race is a coast-to-coast rally for cars and trucks 45 years old and older. This year's event starts in Philadelphia, Pennsylvania on Saturday, June 24, and finishes in San Rafael, California on July 8. This year marks the 24th running of The Great Race. The teams are making an overnight stop in Dublin, Ohio.

*When is it?* June 26, Monday evening. The event opens to the public at 5:00 pm, and ends at 9:00 pm.

*Where is it?* The event will be held in Historic Dublin, at the intersections of High Street (SR 745) and Bridge Street (SR 161). The roads will be closed during the event.

*Who is invited?* Everyone! Admission is free, parking is free! Planned events include:

- Classic car show, with 100 of the area's best classics, muscle cars and hot rods
- Entertainment, including the OSU Tailgaters
- Food and beverages, for both young and old
- Watch 100 Great Race entrants as they reach the finish gate, and park along High and Bridge Streets; the teams will be available for pictures and will answer questions until 8:30 pm
- National Guard color guard during opening ceremonies
- Static displays by the Ohio National Guard
- Flyover during opening ceremonies by the Ohio National Guard
- Rahal/Letterman IRL race car
- Greg Biffle's NASCAR #16 National Guard Ford Fusion
- Bobby Rahal arriving at 6:00 pm to formally open the event

*Where can I park?* Parking is available at Indian Run Elementary and Sells Middle Schools; Village Center shopping center at SR 161 and Riverside Drive; and Metro Center with shuttles to and from the Historic Downtown area.

*Who is the sponsor?* The City of Dublin, the Arthritis Foundation, the Historic Dublin Business Association and the Dublin Convention and Visitors Bureau are sponsoring the event.

*Where can I get more information:* You can check the City of Dublin website, or you can contact one of the volunteer organizers of the event:

- Jack Compton 354-4988
- Andy Trux791-9203



**Editor’s Corner**

Hello from Michigan! After memorial weekend the deadline for the newsletter snuck up on me and last weekend I had the choice of putting tomatoes in the ground, cutting the grass, helping John Johnson fetch his second Triumph or working on the newsletter.

John was my first priority. We got him taken care of early on Saturday (look for photos later in this issue) . John and Kim now join the ranks of “multiple” TR ownership. Congratulations!

What a busy month - We finally smoke tested Rod Yost's hub splitter:

events, rain in the AM at Dublin but the day turned beautiful. Here are a few pictures:



Rod used the Durango to hold the hub while I applied the big “convincer” bar. 2 or three presses and “pop” to hub revealed it’s bearings, etc. Nice Job, Rod.

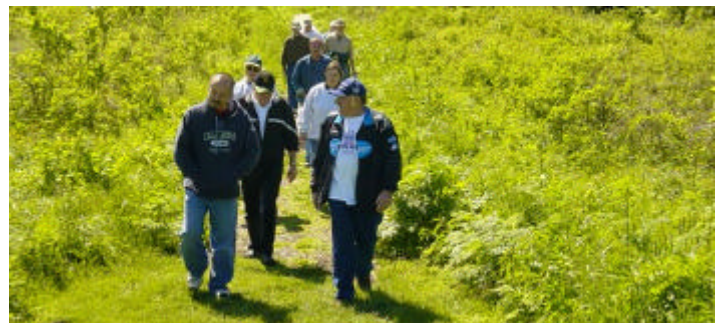
May was busy in other ways: Preparing for the drive before the Dublin show, doing the drive, the Dublin show, party at Buck and Mary’s, River Run 2006. All told about 600+ miles on my TR6. Weather was perfect for all of the driving



Lined up outside Cedar Bog



In the Bog



Exiting the Bog



Gary and Bev on the drive





BT Consultation



Charma and dessert.



Crossing the river in Sistersville



We're a fun bunch, aren't we?



Buck and Mary at their party




John and Kim's car in the lineup at the BCD.

Bill Blake told me yesterday that the Calendar was now "up to date" on the Website - be sure to check out upcoming events.

I fear that we have used up all of our good weather in the first three events of the season. (maybe not).

I'm trying to make some headway on the 250, and I hear that Jim Vanorder is making some headway on his TR6.

Sorry I had to miss the meeting earlier this week, it sounded like fun. I look forward to seeing you this month sometime.

Bruce  [bmiles@intinfo.com](mailto:bmiles@intinfo.com) or  
[bmiles@buckeyetriumphs.org](mailto:bmiles@buckeyetriumphs.org)

## President's Corner

As I write this note, we are closing out on a very busy month of May. Let's see, there was the Quaker Steak and Lube Cruise-In, the Saturday afternoon "Pre-show" cruise to Cedar Bog, the "River Run" and oh yes, the "British Car Show". In addition, I imagine a lot of the Buckeye Triumph Club members were spending some quality time with their LBCs getting them ready for the Show and the driving season ahead.

Unfortunately the weather did not cooperate for the first British Car Cruise-In at Quaker Stake and Lube. Due to a cool and damp evening, only a handful of MG owners, and the Henry's and the Huddy's from our group attended. Most drove their second cars, Minis. Hopefully the weather for the July 10th and September 25th British Cruise Ins will be much nicer and we can fill the parking lot with Triumphs.

A huge round of applause and big Buckeye Triumph thank you goes again to Bruce Miles for another grand drive in the country side for the "Pre-Show" cruise to the Bog. The weather this year was terrific as 8 Triumphs hit the road along with about a dozen other LBCs. What a great day and what a great drive. Thanks Bruce.

Although Mary and I were not able to attend the Saturday night hospitality social at the Hilton Hotel, sponsored by the Central Ohio MG Owners group, I understand it was well attended and the Ladies of the MG club had a lot of delicious food on hand.

Somehow, all that beautiful weather of Saturday disappeared the following Sunday morning of the British Car Show. To say it rained is an understatement and boy was it cold. I had to change my shoes and socks after the downpour they were so wet. But by Noon, the sky turned blue, it warmed up and we had a very nice day for the show. Unfortunately, I think the rain in the morning kept the attendance down somewhat for we only had 172 cars in attendance. What amazed me was how many older cars showed up, even with the bad weather in the morning. I set aside 8 parking spots for TR-2s and 3s and I think there were 12 in attendance. Also, about 10 MG-Ts were on hand. It is probably safe to say that if it hadn't rained, there would have been close to 250 cars at the show.

I want to congratulate the winners from our club who include, Roy and Linda Gay, John Hyatt, John and Kim Johnson, Steve Moore, Gary and Bev Nettler and Jim and

Gayle VanOrder. Let's give them all a cheer at Monday nights meeting for a job well done. We also need to tip a glass in toast to Tony Burgess and all the members of the Central Ohio British Car Council including John Huddy and Bill Blake, for all of their effort in putting on another fine show. I also want to thank every one who helped in some way during the show, either with parking or at the gate. If you have any suggestions for next years show, let's talk about it Monday night at the meeting while it's fresh in our minds.

This past Saturday was Eric Jones River Run. Since Mary had to work, I asked Sean if he would like to go and he said, "can I drive" and I said "sure" and that's all it took to get a college student out of bed at 7:00 a.m. on a Saturday. Again the weather was nearly perfect for a top down day as we prepared for the trip. We teamed up with Murry and Jacqueline Mercier and Rod and Pat Yost. Eric again put together a very interesting route with plenty of scenic, twisty roads. Did I say twisty, I don't think I have ever been on a more twisty, curvy and demanding road than route 555 from Bartlett to Zanesville. Trying to keep up with Mr. Yost who was having a very good time kept me very busy. I was actually glad to see the road smooth out as we neared Zanesville. I let Sean drive until we got to the river, then I drove from there to Zanesville, which included Route 555. At one point I asked Sean if he was doing all right and he said sure, and then I said, "well do you mind prying your fingertips out of the dashboard?" At the end of the day, we put 402 miles on the TR. That's a pretty good day of cruising.

June is going to be just as busy if not more so than May so get those little Triumphs out, polish them up and let's get ready to ride. I'm sure that Mr. Blake will have a complete rundown of the month's events.

I won't be at the Monday night meeting due to a business trip but I hope to catch up with you at one of the many events.

Cheers, Buck

## BT Minutes

Minutes of May 1st 2006 Buckeye Triumphs Business Meeting

Attendance: Mike, Mary and Emily Henry, Bev and Gary Nettler, Joe Lynch, Jim and Gayle VanOrder, Murry and Jacqueline Mercier, Greg and Ann Gillman, Kathy Scott and Bill Blake, Kim and John Johnson, Rod Yost, Bruce Miles, Mary Harp, John and Charma Huddy

After everyone was full of good Italian food, the May 1st meeting of Buckeye Triumphs was called to order by President Mike Henry at 7:35 pm at Iacono's in Shawnee Hills. The Henry's arranged this meeting. (It was a great meeting location – thanks for arranging it, Buck and Mary.)

One of the first items discussed was the plaque that will be displayed with the oak tree the club is purchasing and planting in memory of John Thomas. John Huddy reported



that he will handle the details of getting the plaque within the month.

It was noted that most the MG club members at the Herman's Hermits concert were wearing club name tags, and we should make sure to wear ours too. There was a show of hands from those who need Buckeye Triumphs name tags: Mary Harp, the Henry's, Joe Lynch and Bev Nettler (not sure if she has one). The cost is \$8 each.

The treasurer's report was given. Balance is approximately \$1,800.

Murry Mercier made a special presentation to Bruce Miles to thank him for all he does – especially the wonderful drive he put together for April 22nd. Murry gave Bruce an autographed Herman's Hermits CD.

The May calendar is pretty full: British Car Day drive and show, May 20 and 21; hospitality gathering Saturday evening hosted by the MG club at the Hilton Garden Inn. Buck and Mary invited all of us to their house following the car show and are also extending the invitation to the MG club. Eric Jones' Riverrun is Saturday, May 27th.

Rod Yost mentioned that the Pittsburgh Vintage Grand Prix is in August.

Webmaster Ann Gillman asked members to please send pictures so she can post them on the BT website.

Tech session requested by Joe Lynch who needs a wiring harness replaced in his Spitfire.

Next month's meeting is being hosted by Bill Blake and Kathy Scott at their home in Delaware. More details later.

Buck had registration forms available for the 2006 6-Pack Trials to be held September 28th to October 1st in Cuyahoga Falls.

The Triumph Register of America (TRA) National Meeting will be held at Burr Oak State Park June 14th to 18th. There was discussion regarding a club drive down on Saturday to Burr Oak. Gary Nettler said he would be willing to organize the drive.

Murry reviewed the details of The Great Race which will end for the day in Dublin on June 26th. (See last month's minutes for more details or contact Murry.)

50/50 raffle tickets were sold throughout the meeting, and the drawing was held prior to adjourning. The winner of \$25 was Bruce Miles.

Meeting was adjourned at 8:00.

Respectfully submitted, Charma Huddy, Secretary

**Local Sources:**

Bruce, Chip Lillyman Collisions in West Jefferson is now taking on Triumph mechanical work as well as body work. Several of our members have had work done there and all have been extremely happy. A couple of weeks ago he had six Triumph TR6 cars waiting for work. Quick turn around, too. I can recommend him as a source to the club. As a side note he now owns a 1973 TR6 too.

Chip can be reached at 614 870-8219.

Doug Braden

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**From:** trjagguy@aol.com [mailto:trjagguy@aol.com]  
**Sent:** Thursday, June 01, 2006 8:14 PM  
**Subject:** Local Source

I have a person to suggest for service with Eric's retirement. It's Greg Morrison at Greg's Auto Service. His address is 4958 Rostalk Rd., Galion. Phone # is 419-462-1466. He located in the country, southwest of Galion. He has my engine torn apart for a broken piston. He has been comfortable and knowledgeable with the repair and is very fair in his pricing.

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 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](mailto:bmiles@intinfo.com)

**Rod Yost's Story - Intermission**

How to Restore a TR3 in 35 Years or Less  
*Editor's Note: Nothing new from Rod this month, be sure to ask him about his hub splitter...*

**Notes from Members**

**From:** Mark [mailto:triumphlodge@comcast.net]  
**Sent:** Thursday, June 01, 2006 1:24 PM  
**Subject:** I love Menards

*This shot / note comes from my good friend Kerry Forres in Wisconsin.....*

Good Day, Doctors,  
 You've seen the handicap parking spots. And the pregnant women spots. And the "Seniors" parking spots. And the customer with small children spots. Well, this weekend I became a life-long customer of Menards for they have finally recognized the lucrative market that is the Triumph TR6 owner...



Kerry

**From:** John Johnson  
 [mailto:johnjohnson@columbus.rr.com]  
**Sent:** Saturday, June 03, 2006 11:41 AM  
**Subject:** GT6

Bruce, Here are some of the pictures of the 1973 GT6 that we picked up today from Tom Mahoney's place in Galena. Thanks again for all the help, John



**From:** Steve Keinath [mailto:keinath@alink.com]  
**Sent:** Thursday, June 01, 2006 10:50 PM  
 Bruce-

Sorry, no news here in Nerk. Our TR-6 is still on static display and I'm afraid she'll be staying there for at least another 1 year, 11 months and 2 days, when I'll be retiring from my civil service position with the Air Force (but who's counting?).

In the meantime, any free time I might have (what's that?) will need to be dedicated to many more pressing home repair/remodeling/expansion projects. But the TR will still be waiting in the garage for me when I'm retired and until then, I'll continue to renew my membership in the BT club and will be watching from the wings. Hope to be a very active BT member from that time forward.

Steve & Laura Keinath

P.S. Maybe I do have an item for you: Perhaps the BT folks are already aware of this, maybe not. About two weeks ago, while driving down 6th Street in Newark, I spied two TR-7's. For those BT members familiar with the downtown Newark area, there is a former Sinclair gas station on 6th Street, directly East, across from Veteran's Park. This former gas station would also be due North across West Main Street from Green's Radiator Service. The former gas station I'm talking about is currently a small mom & pop type used car lot. Anyway, the two TR-7's were sitting side-by-side in back (North side) of the car lot's (gas station) building. I only saw them from the street and they look to be in fair, maybe good, condition. I didn't inquire about them, and am simply assuming that someone related to the used car lot is aware of their disposition, whether they are junkers or restoration prospects, or even available for purchase. It might be worth a look, if you don't already know the story on these cars. I'm not much of a fan of the TR-7/8. I always felt like the stylists really had their act together starting from the front bumper rearward, but it seemed to me like they ran out of creativity when it came to the rear sheet metal, and just quickly fashioned something to get the car into production. I know, opinions, everybody has one. :-) for one reason or another, however, I did come really close to buying a brand new "Wedge" in late 1976 I think, from the British Leyland dealer in Ft. Walton Beach, FL. Did the test drive, ran the numbers. Can't recall why I changed my mind. I was an avionics maintenance tech in the Air Force at the time, stationed at Eglin AFB. Maybe it was that loud Scotch-plaid upholstery, maybe it was because I was a newlywed with low cashflow? The good news is that I was the proud owner of a white '63 TR-4 back then. Should never have sold that car! And now I've got a '74 TR-6 "storage device" in the garage, when what I'd really like is a nice TR-250. My wife reminds me that I already have too many toys. OK, first thing when I'm retired is get the "Six" back on her feet and running again, and then maybe I can convince the wife to let me trade the TR-6 on a -250. I've got some time to work on her.... Later.....



**From:** Steve Keinath [mailto:keinath@alink.com]  
**Sent:** Friday, June 02, 2006 5:42 PM  
**Subject:** Update:TR-7s

I just drove by the place this evening after work and the two TR-7s are still sitting there. One black, one orange.

Steve K - NerK

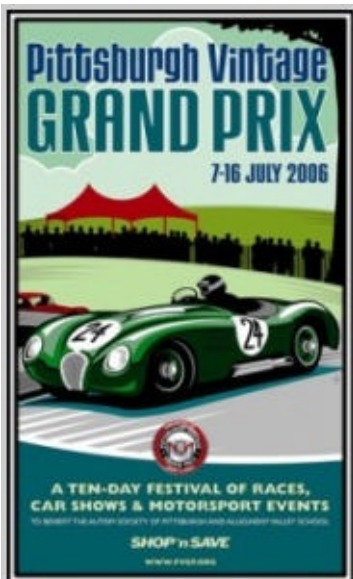
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**From:** Yost, Roderic J. (Newark, OH)  
 [mailto:rod\_yost@ml.com]  
**Sent:** Wednesday, May 31, 2006 11:24 AM  
**Subject:** Pittsburgh Vintage Grand Prix July 15-16

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:  
<http://www.pittsburghvintagegrandprix.com/pvgp/site/default.asp>  
 Rod

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**From:** mhenry1453@aol.com  
 [mailto:mhenry1453@aol.com]  
**Sent:** Tuesday, May 30, 2006 7:07 PM  
**Subject:** Fwd: THANKS

Bruce:

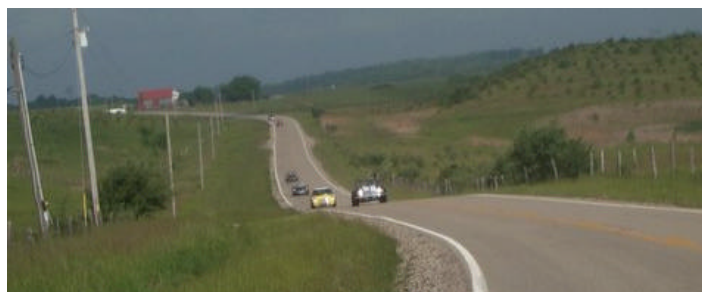
FYI, see the attachment, results of the British Car Show.

Buck

CL	CLASS NAME	FIRST	SECOND	THIRD
1	A-H 100 & 3000	Don Richey	Brian McNamara	Nelson Jeck
2	AUSTIN-HEALEY SPRITE	Wayne McCoy		
3	JAGUAR XK	Lan Sims	James Hals	
4	JAGUAR E TYPE	David Evans	Steve Register	
5	JAGUAR 2 door SALOONS	Tom Kipp	Carl & Jona Mottayan	
6	JAGUAR 4 door SALOONS	Kevin Spiler	Chad Leffel	
7	Lotus / Caterham	James Wheeler		
8	MG - T & EARLIER	Bob Watts	Tom Poole	David Smitte
9	MG - A & MAGNETTES	Bill Greenwood	Don Ritchey	
10	MG - B - CHROME (1962-71)	Tony Showiak	David Jackman	
11	MG - B - CHROME (1972-74)	Cns Joanne Vanderinder	Chris Collins	Bob & Giona Cook
12	MG - B - RUBBER BUMPER	Dave Edwards	Tom Debbse Pellegrino	
13	MG - B - GT	Mark Roberts	Jim Walker	Ken Lewis
14	MG - B - V6-B	Jim Fisher	Mike Maloney	
15	MG - C	Tony Showiak		
16	MG MIDGET	Jeff/Carolyn Sigrist	Eddie Cole	Tom Stevens
17	MINI - Classic (1959-2000)	Paul & Sue Streiby	Hal Johnson	Jim Zuber
18	MINI - New (2001 - on)	Paul & Sue Streiby	Evert/Jean Rainer	Eric Landgreder
19	MORGAN	Dennis Sayers	Steve Sherman	
21	RANGE / LAND ROVER	Louis Stranby		
22	ROOTES (Hilman-Sunbeam, etc)	Dennis Crawford	Steve Linton	
23	TRIUMPH TR 2-3	Louis Metelko	Roy & Linda Gay	Jim Van Order
24	TRIUMPH TR 4	Ron Boals		
25	TRIUMPH TR 250 & TR 6 (Early)	John Hyatt	Brent & Nancy Kelsey	
26	TRIUMPH TR 6 (Late 1973 on)	Vic Siveley	James Shear	John Johnson
27	TRIUMPH TR 7-8	LeMoynes/Carolyn Nesbitt	Keith Hartman	
28	TRIUMPH SPITFIRE & GT-6	Gary Netter	Steve Moore	John Parker
29	TVR	Steve Fazekas	David Howard	
30	OTHER BRITISH/SALOONS	David Evans	Bill Henry	
31	BRITISH MOTORBIKE	Gerard Lindburg		
32	DIAMOND IN THE ROUGH	Richard Ludwig		
33	BEST OF SHOW	Scott & DeAnne Miller		
34	ROCKER COVER CONOURS	Evan Smitte	Elen Smitte	
35	"AUTO-THEMED" ARTS/CRAFTS	D Zimmerman	Brent Kelsey	DeAnne Miller
	ROCKER COVER RACE	Elen Smitte	Evan Smitte	

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**From:** GaryN [mailto:Garylaptop@columbus.rr.com]  
**Sent:** Wednesday, May 31, 2006 8:23 PM  
**Subject:** RiverRun2006

Bruce, we didn't take many pictures, but here they are.





Awards will be presented to the top 3 vehicles in 37 Judged Classes and Participants' Choice awards will be presented in 11 Classes. Special awards will also be given to the "President's Preference", Preservation Class entries, and "Best In Show". Each vehicle registration includes a dash plaque, Goody Bag, and door prize ticket. In addition, the very popular BOTB trademark of a free event T-shirt to those who register their cars prior to September 1, 2006, continues again this year. Due to the popularity of this event, early registration is strongly suggested and appreciated.

This year, **Morgan**, England's last independent & family owned (third generation) automobile manufacturer has been chosen as the *Featured Marque* of the show and we anticipate a nice turnout of individual entries as well as those planned to be displayed by this year's *Platinum Sponsor, Auto Europe*. All-in-all, we feel BOTB will be a "must attend" event in 2006 for all enthusiasts of England's best two, three, and four-wheeled transportation!

Please look over our attached **2006 Battle of the Brits** flyer and share with your membership and/or newsletter Editor and Webmaster, however is customary in your club. If you have any questions or need additional information, please see our website: [www.detroittriumph.org](http://www.detroittriumph.org). Or, please feel free to contact me via email at: [botbchair@detroittriumph.org](mailto:botbchair@detroittriumph.org) or on my home phone: (734) 464-8149.

Sincerely,

Terry Walters  
 Detroit Triumph Sports car Club  
 Chair – Battle of the Brits

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**From:** mhenry1453@aol.com  
 [mailto:mhenry1453@aol.com]  
**Sent:** Tuesday, May 23, 2006 9:17 PM  
**To:** bmiles@INTinfo.com  
**Subject:** Fwd: Detroit Triumph Sports car Club - Battle of the Brits Car and Motorcycle Show

To Fellow British Car Clubs,

On behalf of the *Detroit Triumph Sports Car Club (DTSC)*, I'd like to extend a warm invitation to you and your members to be part of our **24<sup>th</sup> annual Battle of the Brits (BOTB) British Car and Motorcycle Show**, to be held this year on Sunday, September 10, 2006 at Freedom Hill Park in Sterling Heights, Michigan.

Over the past 24 years, the BOTB has become one of the nation's premier British automotive and motorcycle events, unique for its combination of classic cars and bikes. Last year's event drew more than 375 British cars, 195 vintage motorcycles, and some 2,000 spectators also showed up to take it all in! Take advantage of the abundance of food and beverages for sale at the Park, or enjoy your own picnic lunch on the beautiful picnic grove lawn. Many show sponsors and vendors will also be on site and conveniently located on the field with cars, parts, accessories and memorabilia for sale.

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**From:** GaryN [mailto:Garylaptop@columbus.rr.com]  
**Sent:** Friday, May 12, 2006 8:05 PM  
**Subject:** "BMW Triumph"

Bruce, Below is a series of emails between me and MINI relative to the rumored MINI-based roadster under the Triumph name. Start at the bottom and read up.  
 Gary J. Nettler (Semi-Retired)

-----Original Message-----  
**From:** GaryN [mailto:Garylaptop@columbus.rr.com]  
**Sent:** Thursday, May 11, 2006 7:46 PM  
**To:** 'MINI.Assistance@askMINIUSA.COM'  
**Subject:** RE: Products and Services [1-392614760]

Casey,  
 Thanks for the prompt reply. While I'm not a marketing major, I recommend informal contact with likely buyers to help you gauge customer interest as well as expectations. Most major cities have a "British Car Day" which would be an ideal place to meet real enthusiasts. E.g. Columbus (OH) May 21. There will be hundreds of people who own British roadsters and would be interested in an updated, reliable version. The local Triumph clubs could provide



insight as to which features of the original they'd like to see in an updated version.

Thanks again for the reply, P.S. I am available for consumer testing.

Gary

Gary J. Nettler (Semi-Retired)

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

From: MINI.Assistance@askMINIUSA.COM

[mailto:MINI.Assistance@askMINIUSA.COM]

Sent: Thursday, May 11, 2006 8:05 AM

To: Garylaptop@columbus.rr.com

Subject: RE: Products and Services [1-392614760]

Hi Gary,

Thanks for writing MINI. I am happy to help with your question regarding the excitement surrounding the newest member of the MINI family.

We know there are many questions floating around about the car, including "will it be available?" Although we can't answer that just yet, we are working to make information like that available to our motorers. We encourage you to keep in touch with our website, miniusa.com, for the latest updates.

If there are further questions I can assist with, please feel free to drop me an e-mail. I will be happy to lend a hand.

LET'S MOTOR.

Casey Roach

MINI Customer Relations and Services

Representative

866.ASK.MINI (275-6464)

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

From: Garylaptop@columbus.rr.com

Sent: 5/11/2006 12:00:00 AM

To: MINI.Assistance@askMINIUSA.COM

Subject: Products and Services

5/10/2006 6:15:41 PM

Question:

As a Triumph owner I, am very interested in rumors that BMW will be producing a roadster based on a TR4 or 6. Are you permitted to pass along the official company position. If it were based on your current Mini, it would be a real winner.

Gary

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**From:** Jacqueline/Murry Mercier

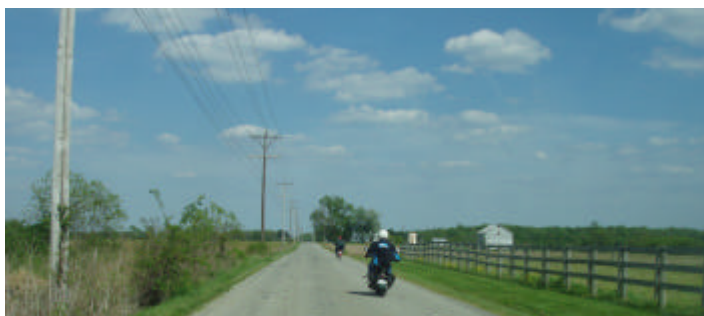
[mailto:mercier@ameritech.net]

**Sent:** Friday, May 05, 2006 10:44 PM

**Subject:** 2006 Scooter Show

...What a hoot...those old coots 'n Scoots!

Makes you feel like a kid again!



# Tales Of The Frankenstag!



## Tale 1: The Big Stink!

By Bruce Clough

*(Writer's Note: I've been working on this article since last year – the forever article. I've made a vow to complete it this month come hell or high water...)*

**“Daddy, what’s that smell?” The dreaded words came from Bridgett’s mouth.**

Sniff, sniff...

Gas!

Okay, so there are only about twenty things in this garage that use gas along with a gas can or two, or three. But I knew, *I knew*, to look under the Stag.

Wet spot, don't light that cigarette!

Out come the newspapers to sop up the puddle. Open went the doors to dilute the vapors. Out came the tube and gas pump to siphon off the gas in the tank (I actually pumped it out using the existing fuel line...). Lucky me, the tank was almost full, so the Blazer and Montero got their tanks topped off along with the mower, snowblower, and generator.

I knew this also meant that there are puddles of gas inside the Stag.

### Stag Gas Tank Config 101

As with most Triumphs, the Stag's gas tank is totally contained in the body, being under the floor of the trunk and above a sloped underside rear body panel. That sloped panel has several rubber plugs in it, one of which was dripping, correct, two of which were dripping gas. The panel is also ribbed for strengthening, and those depressions could be filled with gas.

I had already disconnected the Stag's battery, so I didn't have to worry about that. Opening the trunk greeted me with something that smelled like explosion central, so I let that air out a few minutes before I went to work removing trunk stuff.

Yanking out the covering boards, spare tire and the other stuff I keep in the trunk greeted me with a thin puddle of gas across the trunk inside. A few shop rags got that sopped up and I started to yank out the gas tank

Fortunately, the Stag gas tank is easy to get out. Take off the hoses, loosen a few bolts, and presto – it's out. Not at all like a TR4 or TR3! Check for leaks - presto, it's dripping from the back corner!

Now, I had to jobs to do. Fix the gas tank and fix the trunk where gas had pulled up paint. First job was to dry out the gas tank. Kinda hard to fix the tank when gas is still sloshing around! I took out the fuel level sender and other fittings, positioned the tank where it would drain out the leak for about a week. After this I put in some degreasing solution and hot water, sloshed it around, and drained. Then I put in hot water, sloshed it around, and drained, then I rigged up this set-up:



**Figure 1: This is the set-up I Rigged Up**

A blow dryer my Grandma gave me was stuck in a 6' length of silicon rubber coated hose then attached to the filler neck tube. Hot air entering left via all the holes and took some gas with it. I did this outside away from house and humans, ensuring the tank was down wind of the blow dryer, and let it run most of the day. Ended up with a dry, fairly clean tank, and looking inside I could see the corrosion and some loose rust I was going to have to deal with. Later, I had a trunk floor to clean.





**Figure 2: Trunk Floor Being Dealt With**

Since this was the first time this tank had been out of the car in a little while there was a bit of surface rust (but no rust through!) to deal with. A little wire brushing, and a bit of Eastwood's anti-rust primer took care of that. Then a general coat of green paint and it was ready for the tank. But the tank wasn't ready!

Inspection of the tank showed it was leaking from a prior repair. What the last person did was to just fiberglass over the holes. Now, this will work for a while, but sooner or later it will start leaking. The trick to fixing a tank like this is to coat the inside after using fiberglass on the holes



**Figure 3: Holes In The Gas Tank**

Here were the steps I took to repair the tank:

1. Strip off old fiberglass and clean metal
2. Vacuum out inside of tank to get all that loose rust.
3. Duct-Tape over the holes and fill with gas tank etching stuff (I got it from Moss, but a lot of retailers sell this stuff).
4. Drain tank, wash out, and use the hair dryer rig I used before to dry out.
5. Repair holes with several layers of fiberglass mat & resin.

6. Coat inside of tank with gas tank coating compound – again I bought from Moss, but a lot of folks sell it (I think they all get it from Bill Hirsch). Slosh it around following directions
7. Let it sit for about a couple of days, then attach hair dryer to finish drying.
8. Paint tank.

That's about it – I re-assembled the tank and the trunk and it worked fine.

Cost? About \$120 in the tank cleaning, etching, coating and painting materials, \$5 in fiberglass repair, and about 6 hours of work all told. It was work I didn't want to do, but did it just the same!

## ***Tale 2: I Got To Get That Frigging Top To Work Right!***

*Still By Bruce Clough*

### ***Background***

When I got this car from Doug the convertible top had not been raised for probably 15 years and had the usual stuff you'd find in a car stored in a barn. After I cleaned that out I had to install a new top. Since I'm not the greatest top installer I turned to our local Xenia car upholstery shop. Since the new top I got with the car had shrunk (probably 15 years old itself), we bought a top (\$400) new seals from Britain (\$120), and they installed it (\$1000 – part of this was for trying to install, then uninstall, the top I got with the car).

After spending that \$1500 I had a top on the car, but it didn't fit right. Not even close. No way, you're out'a there! Top would only go up if the air temp was above 90F, or air temp was above 80F and you had direct sunlight on the top. Cooler than that, forget it! Needless to say the car spent most of the time with the top up since I dare not take it down, lest I couldn't get it back up again. It also did not seal right across the front, so I had to add an extra weather-stripping piece. About a week after I got it back the parts that wrapped around the middle bows came unglued, pretty much along with me. I was not a happy camper – you'd think for \$1500 you'd get a top that fit right, right? I was going to take it back, but since we had to get to Branson that week for TRA, I just drove it that way. I never did take it back to the shop, and I doubt if they'll get any more business from me. I wasn't happy (mild understatement) with the shop's work. They didn't spend the time to make sure it would operate under normal summer conditions, and, as it turns out, they didn't fix obvious flaws in the top frame which they had to see! I decided to wait until Spring 2006 and get it to a different shop.

### ***Foreground***

Well, Spring 2006 is here and I need to fix the top before driving season. First thing I did was to note the flaws in the top frame, let's see, wrong bolts, bent pieces, modified catches in the front, no side seals, missing rear catches,

missing snaps, missing wrapping pieces – this is just to name a few. Rather than going on eBay for the parts, I bought an entire frame from Doug Braden. Since this was in decent shape the plan was to repaint the frame and put a new top, new rubber, and new upholstery on it. Then all I had to do is a hot-swap with the top/frame combo on the car

I said the “plan”. Buying new rubber, new upholstered pieces, and a new top was going to run \$1500 plus. Since that was a bit beyond the budget for the effort, I decided to fix the existing top/frame no matter how bad it looked, leaving the top on it rather than rebuild another top.



**Figure 4: Parts Donor – I Have It’s Organ Card, Honest!**

The first this I did was take the top off the car. Now, this is simple in a TR3. Not so in a Stag. Bigger, heavier, more complex. You have to take the back seat out along with the side upholstery pieces then bribe your neighbor with a beer to help swing it off so you don’t scratch the paint. I sat it next to the donor and compared. There were several reasons it didn’t fit and I’d have to fix them all.

First off, there wasn’t enough distance between the back top frame piece that goes next to the car and the last “bow”. To fix this I had to loosen the top along the back, but then discovered that I needed almost two inches of additional length, but the top only had 1. This meant that it couldn’t secure under the rear lip like it’s supposed to. This meant I had to go to a snap fastener system like earlier TRs since

glue would not hold, and I didn’t feel like buying a new top. Besides, it’s the FrankenStag!

The front frame piece was bent up at least 30 degrees from where it should be. To fix that I had to loosen the top and bend it back. This meant that I had to drill out about 20 pop rivets, but at least they were aluminum! Once bent back the profile of the top matched the profile of the top of the windshield frame, but I still had to shim the lever catches with some plastic pieces to get them to close. Had this been a concours car instead of the FrankenStag I might have tried to get it close, but it closed a lot easier than before, so I considered it a victory and pressed.



**Figure 5: Plastic Shim On The Lever Catches**

On the frame itself, I replaced 4 specialty bolts, three frame pieces, several pieces of Velcro securing strips, both front level catches, and two snaps. Buying that frame from Doug saved me about \$250+ in parts! The bolt kit itself is nearly \$150! This was above the \$1500 I had estimated, so I was almost giddy with my frugality...almost...

Once I got the top back in and attached the frame to the body I aligned it so the catches in the front were easy (relatively) to close and the doors shut. Then I aligned the latch in the back so it would open easy (If you have a Stag, you know what I mean, if not, come over and I’ll show you). Now came time to attach the back. Out came my snap kit. 22 snaps later the top was attached. Not perfect, but it’s The FrankenStag (*name echo’s...*)! I did three trial “erections” in the garage at about 60-65F with the car in the shade. Top went up and down each time w/o problems. Yes, it will probably not be drum-tight when in hot sunlight, but at least it will open and close!





**Figure 6: Sir Duncan Helps Me Fit The Top**

Cost? Frame from Doug was probably \$75 (was in a deal with a bunch of other stuff), \$15 in snaps, and about \$3 in contact cement. Heck of a lot cheaper than \$1500...or was that \$1750? Took a couple of days to finish (Started Friday, ended Sunday, did have some other fun in-between).

**Events 2006 - Bill Blake**

June, 2006		
6/17	Sat	TRA Nationals at Burr Oak State Park, Ohio
6/18	Sun	Fathers Day
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

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>

Our current crop of Buckeye Triumphs Officers include:

President: Buck Henry 614-733-0563 <a href="mailto:mhenry1453@aol.com">mhenry1453@aol.com</a>	Vice President: Joe Lynch 614-444-1519 <a href="mailto:jlynch1@columbus.rr.com">jlynch1@columbus.rr.com</a>
Treasurer: Jim VanOrder (740) 967-2110 <a href="mailto:vanordergj@earthlink.net">vanordergj@earthlink.net</a>	Events: Bill Blake (614) 403-1074 <a href="mailto:billblake@thekayesco.com">billblake@thekayesco.com</a>
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Technical Consultants:  
 TR2's & 3's: John Hartley 740-753-1066 email: [jhartley@frognet.net](mailto:jhartley@frognet.net) or  
 John Huddy 614-846-2321 email: [jhuddy@columbus.rr.com](mailto:jhuddy@columbus.rr.com)  
 TR-4's: Bruce Clough 937-376-9946 [clough@erinet.com](mailto:clough@erinet.com)

TR250, TR-6: Robert Mains 614-890-7767 [rmains1@columbus.rr.com](mailto:rmains1@columbus.rr.com)  
 or Jim VanOrder 740-967-2110 [jvanorde@columbus.rr.com](mailto:jvanorde@columbus.rr.com)

Spitfires and GT6: Doug Braden 614-878-6373 [braden.13@osu.edu](mailto:braden.13@osu.edu) ,

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

## Comedy Clips

**From:** bhugs  
**Sent:** Monday, June 05, 2006 9:26 AM  
**Subject:** The doctor and the tailor

### Curing Joe's Headache

The doctor said, "Joe, the good news is I can cure your headaches. The bad news is that it will require castration. You have a very rare condition, which causes your testicles to press on your spine and the pressure creates one hell of a headache. The only way to relieve the pressure is to remove the testicles."

Joe was shocked and depressed. He wondered if he had anything to live for. He had no choice but to go under the knife.

When he left the hospital, he was without a headache for the first time in 20 years, but he felt like he was missing an important part of himself. As he walked down the street, he realized that he felt like a different person. He could make a new beginning and live a new life.

He saw a men's clothing store and thought, "That's what I need - a new suit."

He entered the shop and told the salesman, "I'd like a new suit."

The elderly tailor eyed him briefly and said, "Let's see... Size 44 lo ng."

Joe laughed, "That's right, how did you know?"

"Been in the business for 60 years!" the tailor said.

Joe tried on the suit. It fit perfectly. As Joe admired himself in the mirror, the salesman asked, "How about a new shirt?"

Joe thought for a moment and then said, "Sure."

The salesman eyed Joe and said, "Let's see, 34 sleeves and 16-1/2 neck."

Joe was surprised, "That's right, how did you know?"

Been in the business for 60 years".

Joe tried on the shirt and it fit perfectly. Joe walked comfortably around the shop and the salesman asked "How about some new underwear?"

Joe thought for a moment and said, "Sure."

The salesman said, "Let's see... Size 36."

Joe laughed, "Ah ha! I got you. I've worn a size 34 since I was 18 years old."

The salesman shook his head, "You can't wear a size 34. A size 34 would press your testicles up against the base of your spine and give you one hell of a headache. "

New suit - \$400

New shirt - \$36

New underwear - \$6

Second Opinion - PRICELESS



**From:** billblake [mailto:billblake@thekayesco.com]  
**Sent:** Friday, June 02, 2006 10:36 AM  
**To:** JChap926@aol.com; Rich Kizzee  
**Cc:** Bruce Miles  
**Subject:** FW: OFFICE MEMO

OFFICE MEMO:

Please note that at this year's Office Picnic party there will be only one alcoholic drink per person; please bring your OWN cup:



Saw this last year just outside of London, Ontario. Winter shot, but still worth a laugh.

All the best,  
Mark

**Classifieds**

**Items from Bill Blake:**

**From:** billblake [mailto:billblake@thekayesco.com]  
**Sent:** Friday, April 28, 2006 2:42 PM

I have two recharge kits for sale, each have a 14oz fill of vintage R-12, aka real freon. I have 6 cans of 6oz. oil charge also.

614-403-1074 Bill

**From:** SHughes [mailto:shughes@wideopenwest.com]  
**Sent:** Friday, June 02, 2006 4:55 PM  
**Subject:** Balloons

Can you imagine some guy going 90 mph on I-10 with these balloons trailing a few yards behind him?

Instructions for a fun time on the interstate.....

- Step 1. Tie balloons to car.
- Step 2. Drive like a bat out of hell....
- Step 3. Watch people freak out !!!!



**From:** Mark [mailto:triumphlodge@comcast.net]  
**Sent:** Thursday, June 01, 2006 1:27 PM  
**To:** bmiles@buckeyetriumphs.org  
**Subject:** No means Yes.

**Wanted:**

**From:** Richard Shoults [rbshoult@adelphia.net](mailto: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 Shoults [rbshoult@adelphia.net](mailto: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](mailto:jhuddy@columbus.rr.com).

**PARTS...PARTS...PARTS -**

1975 Triumph TR6 SOLD

1974 1/2 Triumph TR6 restored. Pimento red with black interior. Over \$20,000.00 in receipts by previous owner. Engine has been rebuilt, new cam, pistons, bearings, radiator, aluminum fuel cell, clutch, rebuilt carbs, and much more. Chips Customs did the repaint on this car last year with the correct black accents per factory specs. Car was undercoated at that time. New trailing arm mounts, front fenders, rockers, and front valance installed. No hardtop, trunk rack, or overdrive. Engine compartment needs detailed. \$9850.00 Ready to go. Doug Braden 614-878-6373.

1974 Triumph TR6 project car for restoration. This is a very solid TR6 with no frame issues, trailing arm mounts are fine. Some body work required, but all parts are included. Dark sapphire blue with black interior. No trunk rack, hardtop or overdrive. Carbs have been rebuilt, car has been tuned up and runs fine. This will be a good looking TR6 when complete. \$4595.00 now, more later as work commences.

Set of four Triumph 15X4 1/2 factory steel wheels. Fit 1957 TR3 through 1967 TR4A. \$200.00 for the set of four. Pick up at my barn. 1973 Triumph TR6 rear three piece bumper \$150.00. Triumph TR4 through TR250 fiberglass right rear fender \$150.00. At my barn.

Doug Braden

Doug's Parts  
 606 Pub Street  
 Galloway, OH 43119  
 PHONE (614) 878-6373  
 FAX (614) 878-6374  
 website: [www.triumphparts.com](http://www.triumphparts.com)

**Item sent to Bill Blake**

**From:** billblake [mailto:billblake@thekayesco.com]  
**Sent:** Friday, June 02, 2006 9:00 AM  
**Subject:** FW: Triumph Stag for Sale

Bruce, Interesting vehicle, can we put it in the newsletter? Thx, Bill

**From:** "Rob Krantz" <[rmkrantz@pacbell.net](mailto:rmkrantz@pacbell.net)>  
**Date:** Tue, 30 May 2006 14:37:23 -0700  
**Subject:** Triumph Stag for Sale

Hello Bill. My name is Rob Krantz and I am a member of Triumph Travelers Sports Car Club, a TRA member club in the San Francisco Bay Area. I found the link to your club on the TRA web site and found your personal page.....very cool. What kind of V8 in the TR-6?

Anyway, not sure if you are able to assist, but I am selling my 1971 Mk I Stag and wanted to let the Triumph enthusiast community know about it. If you know of anyone in your club (or otherwise) looking for a Stag that is in terrific condition with low mileage, I would appreciate it you could let them know or point me in the right direction as to whom to contact in your club to put the word out. Below is a general description of my car, price, contact info etc. and have attached a few pictures of my Stag.

Thank you Bill and appreciate any assistance you can provide.

Best regards,  
 Rob Krantz  
 (925) 248-0300

"1971 Triumph Stag, 14k+ **original miles**, factory hardtop, original Stag 3.0 litre V-8 with 4sp with O/D (rare), signal red lacquer paint (mint) with mint black interior, runs perfectly and cool. Have ownership history and many service records. New tires, rebuilt starter, master cylinder, clutch, and much more. An exceptional, rare low mileage Stag. 2003 Hillsborough, CA Concours participant and class winner 2005 Autumn Classic, San Juan Bautista, CA. Can email pics. See member pics on TTSCC web site too. \$21,500/b.o. Rob Krantz, San Ramon, CA (925) 248-0300 day (925) 248-5132 eve."





**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](mailto:tpmacsay@sbcglobal.net)

Tim Macsay



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

