



Buckeye Triumphs Newsletter

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6-Pack Chapter
Center of Triumph Register of America

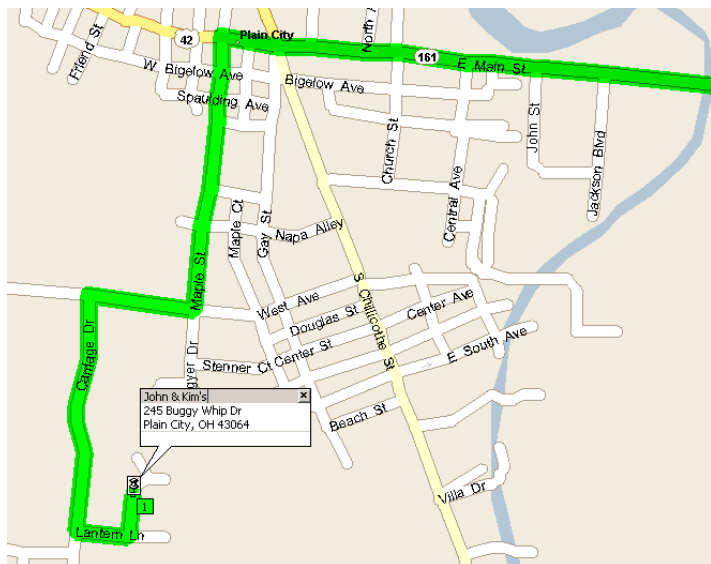
VTR Zone Member

Winner of the VTR Newsletter Award – 2003, 2005 .. and now 2008!

BT Tech Session at the Johnson's Saturday, May 7th in Plain City

This Saturday (May 7th), John and Kim Johnson are hosting an oil change tech session & Hooters drive. This event has come to be known as the "Lube & Boob"

Their address is 245 Buggy Whip Lane .Plain City, OH 43064



It starts at 9:00 am and when we get done we'll drive on over to Hooters on Hilliard-Rome Rd for a bite to eat.

Just bring oil & filter and we'll use the lift so nobody gets dirty!

This is a family event, all members are welcome.

Any questions email John at john70350@msn.com.

British Car Day Weekend – May 14th and 15th



Central Ohio's 27th Annual British Car Show will be held at Polaris - Featured Marques are the Jaguar E-Type and the DeLorean

Sunday, May 15, 2011 - 9:00 AM - 3:00 PM

Quaker Steak & Lube Just west of I-71 & Polaris Parkway Columbus, OH

Pre-Registration: \$10 First Vehicle, \$5 Each
Additional Late Registration: \$15 Per Vehicle
Registration 9:00 AM-Noon

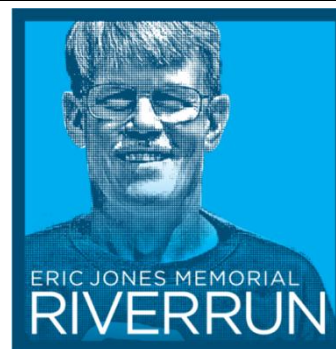
Only pre-registered cars admitted on the field after noon

The Saturday Fun Rally is sponsored by Buckeye Triumphs on **Saturday, May 14th**, departing from Cambria Suites at 11:30 AM.

The Saturday Evening Meet and Greet/ Welcome Reception will be hosted by Central Ohio MG Owners from **7:00 PM -10:00 PM on Saturday, May 14th** at Cambria Suites. Cost is \$5 per person.

A Portion of the Proceeds Will Be Donated to Canine Companions

Eric Jones Memorial RIVERRUN



A SPORTS CAR DRIVING TOUR

SATURDAY, MAY 28, 2011

Eric's Riverrun is a 250+ mile, all-day driving tour using some of Ohio's most interesting and challenging roads. This year we'll go toward Zanesville and then south on SR 555 to Marietta on the way back we will use some of Eric's favorite roads and return to Zanesville to finish at Tom's Ice Cream Bowl.

Cars leave the Bob Evans, 1780 Hill Rd N in Pickerington, one block south of I-70 on SR 256, between 8 and 9 am. We should be at the Ohio River around Noon and finish by 6 pm., depending on the time spent sightseeing. There is no fixed schedule nor any assigned speeds, other than posted speed limits. This is a tour rather than a rally.

Hosted in conjunction with The North American MGB Register, the Buckeye Miata Club, and the Central Ohio British Car Club Council; the clubs invite all driving enthusiasts, regardless of vehicle make, model, or type, to join us on Eric's Riverrun 2011.

Check out the roads at: <http://tinyurl.com/4huxe8r>

You may reserve your spot after April 1st. Contact Susan Logan at slogan.osu@gmail.com or (740) 363-2203 for more details and to reserve your spot. There is a \$10.00 fee to cover organizational expenses.

All profit will be donated in Eric Jones' memory to The James Cancer Hospital for Mesothelioma Research Fund.

Editor's Corner

We had a pretty fair stroke of luck in April for our first drive of the season, a great turnout (30 or so cars) and fair weather.



Howard Jefferson stiched together a neat photo



The Villalobos family was sporting a new paint job on their TR4



The rest of April has been downright wet, so I'm happy the weather cooperated for our drive.

Our next event is this Saturday, bring your oil and filter and we should have fun at the Johnson's.

The following Saturday is our BCD drive- leaving from the Cambria Mill Suites at Polaris. We leave at 11:30 – Lunch at the Mudflats Bar & Grill in Galena – and some twisty bits back to Polaris. That Evening, be sure to join the MG club as they host their annual Meet and Greet at the Cambria Mills hotel.

Some of you heard me mention last month (at our meeting) that someone had "given" me a 1969 Datsun 2000 roadster – well if you can imagine, I said no:



But I was able to find a Datsun enthusiast that was more than happy to get this (if it had been a Triumph...)

Not much else to report on my end. I am looking forward to the lube and boob this weekend, and seeing you all in the month of May – perhaps one of our busiest months.

See you Tonight!

Bruce



Bruce Miles

bmiles@intinfo.com or bmiles@buckeyetriumphs.org

View from the Driver's Seat

I was recently listening to Car Talk on NPR. Tom and Ray were joking about a 30-something year old employee who works in their shop and how he had never worked on a carburetor until the other day.

That got me thinking about how, with cars becoming more advanced every day, it is increasingly becoming harder and harder for the average car owner to work on his or her vehicle. It is probably safe to say that gone are the days when a person could fix any number of ills on a car with just a basic set of hand tools. I'm reminded of this fact with my family's daily drivers. I'm fairly comfortable doing a number of things on my 1998 Jeep Cherokee - a vehicle which still has a good-old fashion distributor. But our 2005 Volvo XC90 S.U.V.? I can't even find a Chilton's or Haynes manual for it!

As cars become more and more advanced, I wonder if we are simultaneously losing the time-honored tradition of a father teaching his child basic do-it-yourself automotive skills. As I reflect on my 4-year old daughter, I think about teaching her the basic skills of changing the oil, sparkplugs, and radiator fluid on her cars – skills my grandfather taught my mother and my father taught me. But then I begin to wonder if my daughter's cars will even have oil, sparkplugs, and radiators. And if they do, will the average person will be able to work on them? Will it even be worth passing these skills along to her? Maybe I need to instead teach her about computer programming!

Of course, for classic car owners, these time-honored skills are still essential. Our cars will always have oil, sparkplugs, and radiator fluid (well, except for that electric TR6 I wrote about last month!) and be in need of maintenance the average shade-tree mechanic can provide. And let's face it, like Tom and Ray's employee, with each passing day there are less and less professional guys and gals out there who know how to keep our beloved Triumphs running.

The end result is that if classic car clubs are going to survive and the vehicles the clubs are dedicated to are going to continue to be driven well into the future, one of our most important goals has to be allowing the current generation to pass along its automotive skill and knowledge to the next.

That's one reason I'd like to see our club have more tech sessions – it is not just about helping each other keep our cars on the road, but also about sharing and educating each other on those necessary skills. And that is why I would love to see our club not only

continue or normal tech sessions of oil changes, engine tune-ups, etc., but also begin to focus on skills such as welding, paint repair, etc. We have a diverse membership, and I'm certain members possess various skills that they'd love to teach others. If so, let us know! You have a class full of students waiting to learn.

And now for something completely different!

Driving season is back upon us! We had a great turn out for this year's Daffodil Drive. I'd like to thank Bruce for his hard work putting everything together – it was a great event, which is evident by the fact we had non-Buckeye Triumph people join us.

And the Daffodil Drive just serves as the start for a full month of events. On May 7th we have John Johnson's annual Lube and Boob event. Then May 14th is the start of this year's British Car Day festivities with a drive hosted by Bruce and dinner that night, followed by the car show on the 15th. And to cap it all off, we've got the annual Eric Jones Riverrun on May 28th. It's a busy month and a great way to get rid of those winter "car stuck in the garage" blahs.

John VanNorman

The one thing that unites all human beings, regardless of age, gender, religion, economic status, or ethnic background, is that, deep down inside, we ALL believe that we are above average drivers.

~Dave Barry

BT Meeting Minutes

Buckeye TRIUMPHS

Business Social Meeting 7:38 P.M. April 4, 2011

Iacono's, 9330 Dublin Rd., Dublin hosted by Mary & Buck Henry.

Attendees: Ned Clark, Brett Evans, Eric Finn, Sam, Carol, Samantha Halkias (and her new husband), Greg & Ann Gilman, Mary, Buck & Sean Henry, Howard Jefferson, John, Kim, Samantha, & Max Johnson, Murry & Jacqueline Mercier, Matt Merz, Bruce Miles, Steve Neumann, Don & Carole Olshavsky, Jason Pigg, John Schilling, John, Michelle & Anna Van Norman, Jim VanOrder, Rafael, Letetia, Elena & Mercado Villalobos, and Mike Willits.

- 1) John Van Norman welcomed all including guests: Sam & Carol Halkias' daughter Samantha and son-in-law Brett.
- 2) Bruce reported on the Daffodil Drive and visit to the Griesse's scheduled for Saturday April 9th.

- 3) Bruce announced the results of Ryan’s autocross event last weekend, he had the overall lowest time by more than two seconds in his new shifter cart’... Congratulations to Ryan.
- 4) BT regalia items are available: Grille Badges - \$25, see John Schilling, 2011 Calendars - \$ 12, see John Johnson, Logo/Name golf shirts avail - \$47 (name and logo on your garment - \$6.95), see Bill Blake.
- 5) The next BT meeting will be on May 2nd hosted by Eric Finn at Hoggy’s Polaris (on the patio), 8740 Sancus Blvd. , Columbus. (Formerly announced as 66 Grille, Worthington which is closed on Mondays)
- 6) No business was transacted and the meeting was adjourned at 7:50

Murry Mercier, Secretary

Buckeye Triumph 3rd Annual Spring Daffodil Tour

Saturday, April 9th, 2011

The Buckeye Triumphs toured Licking County as the first official driving event for 2011.

Buckeye Triumph Member Bruce Miles designed the 91 mile road trip. We started off in Granville Ohio, at the Aladdin Restaurant (a local ‘mom & pop’ favorite) where several members arrived early to get breakfast. Established in the early 1800’s, by pioneers from Massachusetts and Connecticut, Granville Ohio is a small New England like village located in the heart of central Ohio. Granville is also the home of Denison University.

For that particular day, the weather services had mixed predictions. There were early reports of rain, down pours, and crummy weather. Other on line services indicated it was going to be warm, sunny and pleasant. But being that this is Ohio, we waited a few minutes and the weather did change. We got something in between; Spring has been delayed a bit.

The driver’s meeting began outside at 10:00 AM where maps were handed out. The drive (or as some of the MG owners called it, “The Race”) began shortly after the briefing. Along with the Triumphs were a mix of other British and European cars, including MG’s, Mini’s and a Jaguar. The Licking County route took us on some of our favorite roads, with scenic views and stops along the way.

The first stop was at Paul and Jill Griesse’s home. Paul has a large collection of vintage American cars, a work shop that would make most people’s wish list. Their property also has a wide selection of fauna, including daffodils, and large pond with a drive around it.

Back on the road the drive took the members to Utica, Ohio, down to Hanover, through Flintridge State Park and on to lunch at the Sonic Drive through in Heath, Ohio.





Once again the weather services predictions were just a bit off. The sky's were over cast, the temperature was in the mid to high 50's (depending on whose cell phone was used to get the info), and there were indications that it was going to rain after all.



Several members continued on to Granville to tour the Annual Garden Club Daffodil Show and a visit for Frozen Custard at Whit's.

The drive was a good test drive after a long winter and a warm up for our next featured event: The Eric Jones **Memorial RIVERRUN SATURDAY, MAY 28th, 2011.**

Howard Jefferson

Members Families

Editor's Note – last month I missed the fact that our member Ched Clark passed away in March. Many of you will remember Ched and Nancy in their "big" Healy – and his son Chris joins us for many of our events in his classic Mini. Our thoughts are with their family.

From: Nancy Clark [mailto:healeygarden@msn.com]

Sent: Sunday, April 03, 2011 5:21 PM

Hi Bruce, I thought you might like to know that Ched died March 9th. He terminated his kidney dialysis because his condition was deteriorating rapidly and the quality of life would never be there for him. His decision to let nature take its course was what he wanted to do. While he was able, he enjoyed the club and the members very much. Our family has many fond memories to reflect back upon.

Regards,

Nancy

healeygarden@msn.com

Ched Clark

age 70, a long-time resident of Dublin, OH, passed away peacefully on Wednesday, March 9, 2011, at St. Ann's Hospital. Ched was born in Pittsburgh, PA to the late Edward Wilson and Mary K. Clark. A retired mechanical design engineer, Ched was proud to have been the Project Manager for the building of The Ohio State University's Schottenstein Center. He was a professional member of the American Society of Plumbing Engineers, the American Society of Heating, Refrigeration & Air Conditioning Engineers and served on the City of Columbus Heating Board. Ched was a member of Riviera Country Club and past president of the Mid-Ohio Austin Healey Car Club. He will be sadly missed by his high school sweetheart and wife of 49 years, Nancy; his two sons, Chris, of Delaware, OH and Randy Clark, of Radnor, OH; his sister, Cynthia Clark (John) Condrack, of Mt. Gretna, PA; his brothers, Roger Clark, of Richmond, VA and Richard Lee (Randi) Clark, of The Plains, VA; and his seven nieces and nephews. At Ched's request, no services were held but donations in his memory can be made to the [National Kidney Foundation](http://www.kidney.org) of Ohio, 2800 Corporate Exchange Drive, Columbus, OH, 43231 www.kidney.org or a charity of your choice. A special thank you to the Davita Dialysis Center of Dublin for your loving assistance and kindness.

Local Sources

No news this month...

Tales of the FrankenStag

*December, January, February, March, April, May 2011 -
Bruce Clough*

Note – I started this back in November, but ran into a snag and never completed it – yes, I will blame it on the car.....



Hey, something's just not right here...

Honest, my kids made me do it!

I'm back working on the Stag. Yes, I wanted to get Freebie's seats recovered, but the kids are adamant that we drive the Stag next summer.

Sigh

Thinking about the Stag – yeah, it might look good, but it has a lot of issues:

- Engine too heavy and too far forward which leads to significant oversteer
- All the rubber in the rear end is shot and the diff leaks
- Engine still runs warm and cooling system works hard
- Trannie shifts out of first too soon due to the light load on the engine
- Gas tank is rusted out
- That hood scoop has to go.

So where do I start? Well, probably with the rear subframe mounts and trailing arm bushes, since I know they are shot. How do I know they are shot? Easy, while cornering the back end has a mind of its own – the rear feels, well, a bit sloppy.

It's been that way since we bought the car, BTW...

Now, if you don't have a Stag you might know that the rear end is on a subframe that bolts to the unibody in basically four places (hmm, I think that makes it a partial unibody, or would that be a semi-body??). It's a trailing arm configuration reminiscent of the TR6, and in fact, much of it is shared with the TR6, but also much is not.

This causes problems, more later.

The easiest way of getting the rear end apart is to drop the subframe and then take it apart. This went surprisingly easy. A couple of the caged nuts on the body will give me fits putting it back together, but that's down the road and not on the radar screen – yet.



Hey, isn't something missing?

As I expected all the rubber is shot. This won't stop me from putting it on eBay where somebody will give me \$\$ for it. Love eBay.



One used rear end kit, ready for fixing...

Once off the car I took the subframe apart. Since I might as well start in the middle, the first thing I did was to examine the spare differential I got with the car since the one that is in the car is pretty noisy. The gears looked good and the bearings all checked okay, but the seals were shot. I ordered the inner hub seals from TRF (TR6 parts), but the front seal and diff cover gasket are just for Stags so those came from Britain. While I was waiting for the parts I cleaned and repainted the differential.

Note: The Stag differential is very similar to the TR6 diff, but has beefier gears and a special extension on the front to connect to the subframe, in fact, it's part of the subframe.

The seals all went back in without too much of a fight. I had to offset the inner half shaft hub seals since they had dug a groove – moved them in a smidge – hope they seal! Reused the nyloc nuts, but as always, I use Loctite on them so I'm not relying on the nylon to secure.



One pretty painted resealed Stag differential waiting for me to put back together the mess that is the rest of the subframe and rear axles. It's in the picture along with all the other Stag parts that take up where the Montero was parked, now it sits rusting on the cold outside...

Now on to the biggest "problem", the half shafts.

The biggest difference between the Stag and TR6 rear ends is that the halfshafts are longer, and they use staked U-joints. The halfshafts are designed to be replaced as a unit, not repaired piece-part. So the U-joints are not designed to be easily replaceable. This is an issue since:

- The U-joints on our halfshafts are bad.
- Rebuilt stock halfshafts start at \$500, and that takes 4-6 months.
- New halfshafts using CV joints rather than U-joints are \$750 each. Good thing is they can be here in a month.

Ouch.

My one saving grace is/might-be that Zabjel Machine Shop in Xenia can, and has, replaced staked U-joints. That will run about \$300 total for the pair with parts extra. Hub kit is \$50, U-joints are \$30 each, plus other stuff. I just need to order some from the UK and pray it works. Hub kit is same as TR6, so at least TRF got that order.

Okay, so that's a bummer, and a budget buster. While I'm waiting on parts (actually waiting for an answer back from the UK on U-joint sizes) maybe I can clean up the training arms a bit and work on the other stuff...

It was at that point I made a startling discovery.



Hole in trailing arm

There was a hole in the trailing arm. Big whoop you say since all Stag and TR trailing arms have holes in them. They do, but the hole is supposed to have a rubber plug in it. On closer inspection I noted there were grass, seeds, and droppings inside. It was being used as a home at some point.

History – I traded Doug Braden a TR8 for this Stag back in 2004. Doug got it out of a barn where it had been a home for many an animal. I thought I had found and cleaned up all the nests he missed when he had the car restored the first time. Found one more!

I thought I'd never seen the end to the stuff that came out of that arm; it was like a clown car.



The house I dumped out of the trailing arm. A lot of house. Gotta hand it to the mice, they picked a secluded location, and that cast aluminum makes a sturdy house.

It really was like a clown car – the stuff kept coming out. Nest, no, this was a high-rise apartment!

Okay, since I'm waiting a bit for parts, what else can I do? Oh I remember, the gas tank is shot.

Triumph Factoid: Once you use a gas tank coating "system" from Moss or Bill Hursch, and it rusts again, you have to take it to Cincinnati and spend a couple hundred bucks getting the coating out of it. That's before you spend a couple of hundred bucks getting the tank repaired.

The Stag Stud (you figure out what that means...) Ted Allison, of lovely Beaver Creek, Ohio, gave me an earlier (Mk1 Stag) gas tank to work with, but it also had been coated at some time in its past. Yikes – that's as expensive as the original tank to fix.

What to do, what to do...???

Okay, is the car original? No????

Do you care if it's not original? NO!!!

Solution is easy then. Get out the Summit Racing catalog, turn to fuel cells, and find one that will fit! I need a top fill hole, built in gas tank sender, and a shape that will let me easily build a platform without too much effort.

The answer was \$119 - 12 gallons, sender, and rectangular shape. Platform for it made from aluminum stock, semi-simple installation. Yes, I'll have to open the trunk to fill up, but at least that will give onlookers something to talk about.

After all, this is the FrankenStag.



Street Rod Fuel Cell – cool...

Of course, now there is the issue of what to do with the fuel filler door and hose. Surely I can use it for something! Surely was right, I put the battery disconnect switch in it.



Hey look Ma, found the perfect place to put the battery disconnect switch!

Of course now I have the issue of what to do with the spare tire. Well, silly boy, that's easy, you put it in the trunk next to the gas tank. Not so fast cowboy, to make space for the battery I had to move the tank over, and that made the space too small for the full-sized spare. I thought about

getting a space-saver spare – 14" wheel, 4x4.5" bolt pattern – a few cars might fit, but if I did that I'd run into the same problem Russ Seto ran into when he had a flat on his TR3A – the flat wouldn't fit back where the spare came from, so it took a ride in the passenger seat...when it comes time to start and drive the car again I'm thinking larger rims with run-flat tires.

I'm planning on pulling that 4.3LV6 drive train and replace with half a Stag engine. Turns out I have two half-Stag engines sitting around.



Two (2) ½ Stag Engines...

Might as well use them. Ought to be interesting...

Early TR Man Returns!



By Bruce Clough

He's back after an 8-year hiatus. There is another side-curtain car back in our garage. We are now back to 4 Triumphs in the garage. Haven't been at this level since 2004. Two TR7's, Stag and a TR3B.

Yes Ron F, I know you have 357 Triumphs, but we are talking SANE humans here.

So what happened?

Just a phone call based on seeds planted 17 years ago.

Huh?



TCF1760LO is home.

This has been a long journey. I restored this car back in the later 1980's as The Grey Ghost and with it went to many a TRA National Meeting and used it as the 1991 VTR Convention staff car.

The call came in late March

We bought it back.

It's a little worse for wear. It's been sitting in a garage for the last 17 years. Frank didn't like the grey Cadillac paint job, so he took it to MAACO and for one cost they painted the outside, some of the inside, wiring harness, brake lines, some chrome trim and interior pieces. In some places the previous paint (Hardened grey metallic Centari Enamel) is showing through. The red cockpit surround pieces were painted black. Sometime back in the late 1990's he went to replace the radiator and that's where it sat until I picked it up.



..but wait, buy the TR3B now and we'll throw in this rolling TR4 chassis for free – just pay separate shipping and handling...

To get it home I put out an "APB" to Miami Valley Triumphs and got waaaaaayyyy more folks calling that I needed. Wow, I'm humbled. Thanks for all who contacted me! I rented a tow dolly and Ted Allison brought his trailer. Both Mike McKitrick and Scott Stout brought pick-ups, and everyone else pretty much brought an SUV. We had enough space for all the stuff in one pass!

Except for that Seto guy, he drove his TR3B...

Along with the TR3B Dianne was getting rid of a bunch of tires and rims as well as a TR4 rolling chassis. I didn't need those, but the allure of free stuff was too much for Scott Stout, who volunteered to take them. Sucker!



TR4 Frame on TRailer. Scott has it now – yippee!



The Grey Ghost as it was after restoration in 1989



The Grey Ghost as we picked it up last month...

We sold The Grey Ghost to Frank and Dianne Ciboch in 1994 since we were building the war chest for our new house down payment (have we lived here that long?), but told them that if they ever go to sell the car to give us a call and we'll buy it back.



Scott's Ranger sportin' some mighty-fine wheels!



Unloading at Chateau Clough – eeeasy!

I'd like to thanks all those who wanted to help, and especially Scott, Chris, Ted, Mike McK, and Stan. In fact, Stan followed me back to Chateau Clough from Cibochs - we must have looked pretty cool, a TR3B following another on a dolly – don't see that much nowadays!



TR3B Rescue Crew – Sparky the Wonderdog way in the back.

Notes from Members

From: John Schilling jschilling@DesignGroup.US.com
Sent: Wednesday, April 27, 2011 9:02 AM
Bruce,

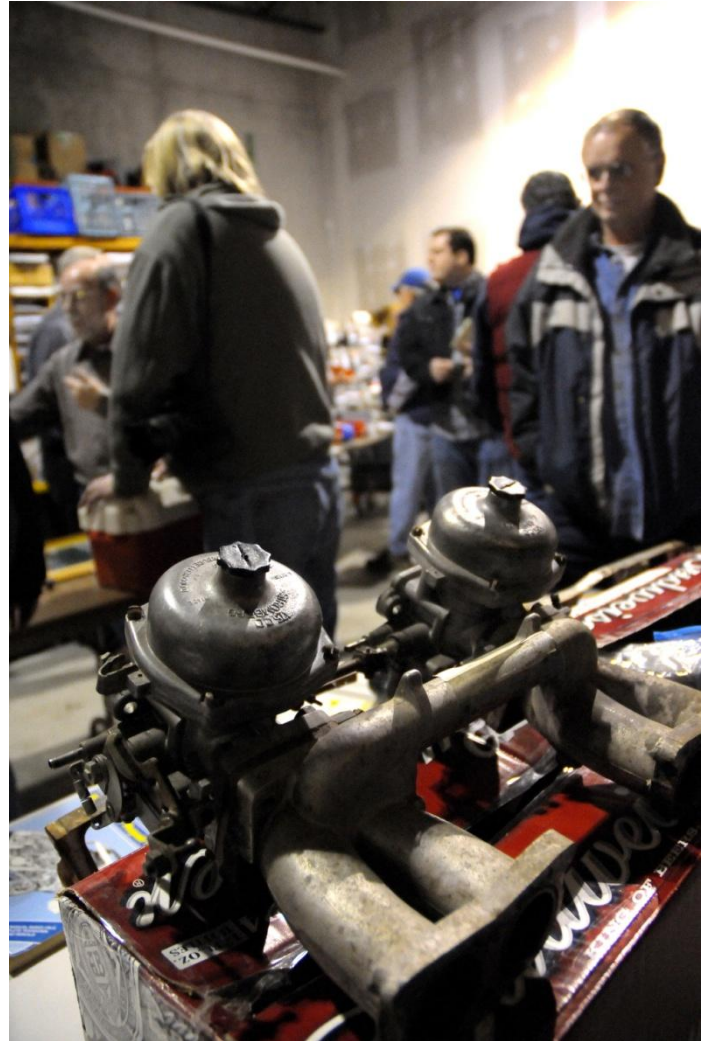
As space allows, please include a piece about the regalia clothing and grille badges. I may not be able to attend the Monday meeting as I have an out-of-town client meeting and may not make it back in time. Thanks,

From: billblake billblake@thekayesco.com
Sent: Wednesday, April 27, 2011 8:40 AM

Subject: Next Monday!

To All: Next Monday May 2 at 6:30pm is the Buckeye Triumph Business and Social Meeting to be held at Hoggy's at the corner of Sancus and Polaris. Weather permitting we have the outside patio and can park our Triumphs across from that on the west side. Our host is Eric Finn. We will be discussing the upcoming Central Ohio British Car Day on May 15 at Quaker Steak Polaris and the BCD drive planned by our own Bruce Miles on Saturday May 14. Our club has the annual John Johnson Lube and Boob on Saturday May 7. Riverrun is also in May on the 28th. I am looking forward to seeing everyone and talking about all the events for May. See you there! Bill

From: "Greg Gillman" <greggillman@wowway.com>
Date: February 8, 2011 10:23:21 AM EST
To: "billblake" <billblake@thekayesco.com>
Subject: BT Swap
Reply-To: <greggillman@wowway.com>



From: MJU [mailto:silverarrowgarage@comcast.net]
Sent: Tuesday, April 12, 2011 7:34 PM
Subject: When Sparky is done chasing MG's



From: John Schilling jschilling@DesignGroup.US.com
Sent: Tuesday, April 12, 2011 4:45 PM
Subject: Another TR6 Tech Question

OK, for those that offered advice on my leaky TR6 radiator, thank you. I've opted to replace the radiator with a new unit. I am also replacing the return pipe while things are disassembled. Does anyone have words of wisdom for replacing the return pipe, removal of the threaded fitting at the rear of the water pump? Should I use pipe thread tape or compound when installing the new compression fitting? Thanks for any tips or advice.

John

Events 2011 - Bill Blake

Date	Event
May, 2011	
5/2 Mon	6:30 pm B&S Meeting at the Route 66 Bar and Grille in Worthington
Drive May 7 Saturday	Lube and Boob John Johnson to host
5/8 Sun	Mother's Day
Drive May 14 Saturday	British Car Day Drive Bruce to host
5/15 Sun	9:00a -4:00p British Car Day at Quaker Steak and Lube
5/28 Sat	Riverrun!
5/30 Mon	Memorial Day (Fed)
June, 2011	
6/6 Mon	6:30p B&S meeting at Hoggy's Sancus Patio
6/11 Sat	10:00a -3:00p Flying Horse Rendezvous sports car cruise fun rally to benefit flying horse farms for seriously ill children \$25 per car registration cathy@flyinghorsefarms.org
6/14 Tue	Flag Day
6/19 Sun	Father's Day
6/25 Sat	8:30a -5:30p British Car Showdown at Mid Ohio, meet at the McDonalds in Sunbury and take the back roads to the track.
6/27 Mon	6:30p British Cruise Ins at Quaker Steak Polaris
July, 2011	
7/4 Mon	Independence Day (Fed)
7/9 Sat	9:00a British Show Within a Show at Arthritis Show Dublin, OH Metro Center

Date	Event
7/18 Mon	6:30p British Cruise Ins at Quaker Steak Polaris
7/30 Sat	Hayes Presidential Classic Car Show
August, 2011	
8/1 Mon	6:30p B&S meeting Hoggy's Patio Sancus
8/15 Mon	6:30p British Cruise Ins at Quaker Steak Polaris
8/21 Sun	Monterey Concours in California
September, 2011	
9/5 Mon	Labor Day (Fed)
9/6 Tue	6:30p -9:00p TUESDAY night after Labor Day Business and Social Meeting at Wholly Joe's on Powell Road, FREE ICE CREAM, this will be a cruise in event with the parking lot blocked off. Chicago Hot Dogs, pizza, chargrilled burgers and chicken. Joe is our host.
9/19 Mon	6:30p British Cruise Ins at Quaker Steak Polaris
October, 2011	
10/3 Mon	6:30p B&S meeting at the Gillman's for Chicken in the 55 gallon drum
10/10 Mon	Columbus Day (Fed)
10/31 Mon	6:30p -9:00p
	Halloween
November, 2011	
11/1 Tue	SEMA Show opens in Las Vegas, NV
11/6 Sun	End Daylight Saving Time
11/7 Mon	6:30p B&S Meeting Rusty Bucket up in backa Worthington Hills 315
11/8 Tue	6:30p
	Election Day
11/11 Fri	6:30p
	Veterans Day (Fed)
11/24 Thu	Thanksgiving (Fed)
December, 2011	
12/5 Mon	6:30p B&S Meeting
12/25 Sun	Christmas (Fed)
12/31 Sat	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
 on sale for \$30.00

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

Contact:

John Schilling
 Phone: 614-353-9443
 Email: jschilling@designgroup.us.com

Comedy Clips

No funnies this month.

Classifieds

From: Roy Gay tr3a7n8@windstream.net
Sent: Tuesday, March 29, 2011 12:38 PM

I have **(2) two** gift certificates to the Mid-Ohio Proformance
 driving Courses that I won at a silent auction **(\$1000.00)** for
 my Granddaughter school in Hillards. Valued at a low of
 \$750 for the entry course to \$1450 if you take course one
 and two consecutively. Anyway check out
www.midohio.com/school/course/highperformance for all
 the details and costs.

They are for sale at \$ 500.00 each. Call me if you are
 interested, cell 740-403-8629 They go on E-bay Monday
 at \$550.00 each.

Thanks
 Roy

PARTS...PARTS...PARTS -

My parts business is located at 539 Cambrian Road
 just east of Urbana.

The 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

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: John VanNorman 614-565-5669 jsvannorman@gmail.com	Vice President: Sean Henry 614-306-7105 seanhenry84@gmail.com
Treasurer: Jim VanOrder (740) 967-2110 vanordergj@columbus.rr.com	Events: Bill Blake (614) 403-1074 billblake@thekayesco.com
Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org	Secretary: Murry Mercier (614) 888-0838 trsixer@yahoo.com

Webmaster: Ann Gillman 614-891-3733 AGillman@aol.com

Technical Consultants:

TR2's & 3's:
 John Hartley 740-753-1066 email: johnbeckyhartley@sbcglobal.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 vanordergj@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 –
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CARS WANTED

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