



# Buckeye Triumphs Newsletter

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

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

## 26th Annual Arthritis Foundation Classic Auto Show & Cruise-In

Saturday, July 12 is the 26th Arthritis Show at Dublin Metro Center Office Park.

If you haven't made plans to participate **now is the time!**

This will be the last show at the Metro Center location. The MG people are planning on having more cars than the rest of the little Brits combined.

Visit [www.arthritisautoshow.com](http://www.arthritisautoshow.com)

Jaguar of course will be next to us again. For me to justify the cost for the day I go early and stay through the evening live music until the band stops playing and everyone begins to leave with their Lucas lights in the flicker and/on positions.

You can pre-register on line: so far we have 11 cars registered, and that counts two for me, two for Murry so that leaves only 7 others!



## British Car Showdown at Mid Ohio

Saturday, June 28<sup>th</sup> 2008

Take a trip through time and stir old memories - while gathering new ones - during the Vintage Grand Prix of Mid-Ohio. Vintage cars from around the world will compete on Mid-Ohio's 2.4-mile, 15-turn racing surface while auto enthusiasts show off their classic machines off the track. Visit with the numerous car clubs in attendance to share your enthusiasm for their classic machines, or bring your own group to join in the fun! Featured Marque SVRA, along with Mid-Ohio Sports Car Course have selected the Austin Healey Sprite and MG



Midget as the features for 2008 at the Vintage Grand Prix of Mid-Ohio. As the featured marques, the Austin Healey Sprite and MG Midget will be the highlight of many weekend activities including a 50th Anniversary race on-track and the 10th Annual British Car Showdown.

The Licking County contingency will blast off from downtown Granville @ 8:00 AM

The Columbus folks will meet at the McDonald's on Westerville road - be prepared to blast off at 8:00 AM.

## A message from our President

Buckeye Triumph members,

Our club is always interested in feedback from both current and former members. This allows us to help tailor the club and its events to better meet its member's needs. We have some members that we don't get to see as often as we would like to, and as current president of Buckeye Triumphs, I'm trying to see if there is something we can do to improve this situation. Our club has experienced unprecedented growth in the past year, and it seems that Triumph automobiles are also experiencing a surge in interest across the country. Our club's events coordinator, Bill Blake, works very hard at scheduling events and keeping members aware of upcoming ones via the club's online calendar. Our club has had drives on both Saturday and Sunday, tech sessions on weekdays and weekends, and even drives at night. We also try to have activities all around the central Ohio area. As always, you can check out our events and meeting schedule by visiting our website at <http://www.buckeyetriumphs.org/>. Ann Gillman our clubs brilliant webmaster has worked constantly at improving our website and I can honestly say it is the best Triumph club site that I know of. Bruce Miles continues to put out an "award winning" newsletter that is the envy of clubs all around the country. We have declared 2008 "The year of the tech session" and as a club we are always willing to assist other members with their Triumphs. Please let us know what you think about our club, we would love to hear from you. Your feedback will allow us to know if our times and locations are allowing our club members to attend our club functions. We hold our meetings on the first Monday of each month at various locations around Columbus, (except there is not a meeting in July).

Let me know how you feel about Buckeye Triumphs.

Sincerely,  
 John Johnson  
 President, Buckeye Triumphs  
[john70350@msn.com](mailto:john70350@msn.com)

## Editor's Corner

Well, we are almost into full blown summer! May went by like a blur. Oil Changes, Hooter's Girls, BCD 2008, River Run 2008, Ft Meigs - I swear that there is something every weekend.

One of the highlights of the driving season for me is always RiverRun - and this year did not disappoint. We had the best day EVER. Perfect roads, temperature, driving - and a very nice Triumph turnout. Ryan drove his 944 turbo on the run, and hooked up with a Lotus driver (they finished much faster than we did) Kim Johnson was able to get Saturday off (a rarity for her) and she and John did the trip in their GT6.

We (the Miles family) are now down to 2 Triumphs, and lots of parts. The Valencia blue 250 is headed for Michigan (just north of Detroit) - great news, because we really weren't supposed to be "enjoying" the 250 we bought from Nelson until we sold the first one. Nelson's 250 has sat for a couple of years, so there is some maintenance to do, but we sure do love taking it out for a spin.

Things just keep moving closer on the calendar - Immk is July 12 - and guess what? No more Elvis. I know some of you will be heartbroken, but the Friday music will be provided by "The British Invasion" - I can't think of a better way to spend a Friday night. I have never heard them before, but I hear they are quite good.

Also - I hope to see you at Mid-Ohio on the 28<sup>th</sup> for the British Car showdown at the Vintage Grand Prix at Mid-Ohio.

Sorry to be late this month, Ryan had surgery to repair a hernia last Friday - and we have been helping him be "on the mend" - he is doing fine. Also a bit late because of the time needed to get the 250 ready to go.

All for me - I hope you enjoy this issue - she is a whopper!

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



## President's Corner

What a month! The season for Triumphs is in full swing, finally. The month got off to a fun start with our first oil change tech session/Hooters drive and I think that everyone who attended had a good time and hopefully this tech session will return for 2009. Our monthly meeting hosted by the Merciers was packed. Every meeting we have had this year has been a chance to meet new members and this was no different. We had 3 new members at the meeting, well actually 1 was a returning member but that is always nice too. The Friday British Car Day pre drive gave us a chance to take a drive north of Columbus. Bruce did a great job with the route and everyone had fun that completed the drive. I started out on the drive but stopped to help an MG C GT who was having engine trouble and ended up about a half hour behind everyone so I called it a day. Saturday night's meet & greet at Magic Mountain hosted by COMGO was a great chance to mingle and eat some of the great food the ladies of COMGO prepare. The Magic Mountain location was convenient for those who need to keep kids occupied. Sunday at BCD couldn't have been nicer, the meteorologists who were calling for rain, were wrong. This

was our first year at the Polaris location but from what I heard from the other club members I spoke with on Sunday, Quaker Steak was a hit. Overall attendance was down a little from 2007 but I guess with the weather and the new location things were okay. Congratulations to all our members who were honored at BCD, we had some very nice cars in attendance this year. Eric Jones River Run was held on the 24th of May and was a blast! I am a River Run rookie so it was all new to me. Eric said he had 62 cars registered for this year's drive. At the start of the drive there was one of about everything in the drive including Miatas, Austin Healeys, Porsches, Corvettes and MGs in addition to our cars. The drive to Pomeroy was nice as was the picnic on the Ohio River but the real fun was experiencing route 555 on the way home. Holy #@!% what a wild ride, sixty two miles of continuous twists, turns and elevation changes. I swear there is not 100 feet of straightaway on that road. There was only one incident on the drive home, when gravel claimed one Triumph (Ask Tim Swartz). Tom's Ice Cream Bowl was a hit as it is every year and we all gorged ourselves after our long drive. I logged 380 miles on the drive from my house and back, it was a fantastic experience, Thank you, Eric! June's meeting is on the 2nd at Max & Erma's in Hilliard and is hosted by Lisa West, I hope to see you there.

Gotta motor.....John

## BT Meeting Minutes

Minutes of May, 2008 Buckeye Triumphs Business Meeting

Attendance: Bill Blake and Kathy Scott; Mary, Buck, Emily and Sean Henry; John and Charma Huddy; Murry Mercier; Jim VanOrder; John and Kim Johnson; Steve Neumann; John and Michelle VanNorman; Rod and Pat Yost; Jim and Margo Washburn; Sam and Carol Halkias; John Schilling; Terry Graham and Charlie Bruce; Eric Jones and Susan Logan; Howard Jefferson; Bill and Jennifer Reinheimer; Lisa West; Brian Tucker; Mike Leatherman.

The May 5th, 2008 meeting of Buckeye Triumphs was called to order by President John Johnson at 7:40 pm at the Old Bag of Nails on Hard Road. John thanked Murry arranging the meeting.

Two new members, Brian Tucker and Lisa West, were introduced and welcomed into the club. Brian owns a pearl white GT6. Lisa owns a TR3 which she's had since high school. Mike Leatherman, a former BT member who has rejoined, was also welcomed. He owns a TR3 and TR4.

We received a check for \$146 from City Barbecue. This represents 25% of our food purchases at the Sancus location for our April meeting.

The tech session at Steve Neumann's home in April went well. There was a good turnout and the teardown of his TR6 is complete.

John Huddy, Bill Blake and Murry Mercier attended the scooter show in Plain City on May 2nd. John reported on

the latest in vehicles – a washing machine mounted on a go cart. The perfect thing for the July 4th Doo Dah Parade.

Eight members attended the oil changing event at John Johnson's home. John had offered the use of his lift which was much appreciated, and then it was off to Hooters to enjoy some wings. Next time, though, they need to remember to bring their oil! The NAPA in Plain City had only one quart. :o)

British Car Day is coming up on the 18th. Volunteers are needed to help with registration and parking cars. Buckeye Triumphs is hosting the BCD drive on Saturday, the 17th. The drive departs at 11:30 from the Comfort Inn next to Quaker Steak. Lunch will be in Galena and dessert will be at the new Sonic at Polaris. Saturday evening is the Meet and Greet at Magic Mountain, hosted by the MG club.

The destination for the May 24th Riverrun is Pomeroy, Ohio. Starting point is the Bob Evans at Rt. 33 and Gender Road. Cars will start leaving at 8 AM.

Howard Jefferson reported that our club has been invited to take part in the July 4th Reynoldsburg Civic Association's parade.

John Johnson encouraged new members to send information and pictures to be put on the club website.

Jim VanOrder reported that we currently have \$2,200 in our treasury.

Tech sessions – none currently scheduled.

At this time, no one is signed up to host the June 2nd meeting. Let Bill Blake know if interested.

No 50/50 raffle this evening. The meeting was adjourned at 8:00.

Respectfully submitted, Charma Huddy, Secretary

### **Columbus British Car Day 2008 Recap**

Well the meteorologists missed their guesses on the weather and both Saturdays drive and Sundays show stayed dry. There was a decent turnout for the pre-show drive on Saturday morning, maybe about 15 cars or so. When it was time to head out we all huddled up and Bruce Miles passed out direction pamphlets to everyone. Now normally at most other groups drives that would mean you were handed a couple of pieces of paper stapled together but oh no, Bruce's full color, spiral bound directions won't get you lost. Before the drive started I went to the end of the street to get some video of the LBC's going by and this is as far as I made it on the drive. The reason being is that the last car in the pack, a red MG C GT, died when it went by me. So I spent the next half hour or so trying to get the MG running again. By the time we realized the car was not going to run again any time soon, the rest of the group were miles away so I headed home. I wish we could have got the car to run but I'm still glad I stopped and tried to be of assistance, although I was told the drive was a nice one. The Saturday evening meet & greet, hosted by COMGO was as nice as always. The smorgasbord spread they put

out is fantastic and the Magic Mountain location was nice for the Johnson family because this allowed us to take our kids along. When you walk into an event like this it is always easy to spot the Buckeye Triumph table, it's the one where everyone is laughing hysterically. A couple of us were going to head to Magic Mountains go cart to try and embarrass ourselves but this never materialized. Nonetheless we had a great time and enjoyed lots of great food and conversation.

Sunday was a little breezy at times but turned out to be a pretty nice day and the Buckeye Triumphs were well represented. So many folks in our club pitched in and helped to park cars, work at the registration table or do whatever they could to make sure things went as planned. Everyone I spoke with had nothing but nice things to say about the new location at Quaker Steak & Lube. It was nice to have indoor restrooms, cold beer, good food and a nice patio so you could relax and enjoy the show. I'm sure I consumed enough calories for 4 people that day but Quaker Steak's food is right up my alley. Attendance might have been down slightly but I think that with about 192 LBC's that's probably not bad for a first year location and an iffy weather forecast. The Triumphs and MG's showed up in decent numbers but I think the "potential" for a shower scared off the Aston Martin and Jaguar guys.



**Figure 1 The Buckeye Triumph ladies help out.**

Ann and Greg Gillman took home awards for their TR3, beautiful Rolls Royce as well as Greg's amazing British flag artwork. Kim Johnson and Joe Lynch both won awards in the Spitfire GT6 category, and it was a first for both of them. I must say that Bill Moine's right hand drive "U.K special" TR6 is one of the finest TR's I have ever seen. The quality of Bill's restoration and rhd conversion is evident to everyone who got a chance to see his car, congratulations to everyone who won an award. I think British Car Council made a wise decision with the new location and after getting our foot in the door at this new location, it should be even better in the future.





Figure 2 The Stalker Joe fan club

Two members of the “Stalker Joe” fan club were on hand to help drum up votes for Joe’s Spitfire and judging by his first award I’d say the strategy worked pretty well. I hope everyone had as much fun at this year’s event as I did! Everywhere I went at the show it seemed like somebody asked me that age old question “Who is Stalker Joe and how can I join his fan club?”



Figure 3 Spits at BCD 2008

John Johnson

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### British Car Day 24 Quaker Steak

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By Bill Blake/Events

British Car Day weekend was a success at the new location, Quaker Steak/Polaris. We had 192 registrations and the weather although threatening held off long enough Sunday for us have a great day.



Bill Moine leads the way Saturday on the drive designed by Bruce Miles. His TR6 is RHD and one driver in traffic asked him “Is that legal?” We had a fine lunch in Galena and some of us went to the Sonic and “crashed” the Corvette Clubs Spring Fling.



Frogeye Sprites were the featured marque of 08.





Buckeye Triumphs as usual did more than their share of table duty!



We had way more quality TR6s than Jaguars!



Tony had the mic with Huddy passing out the awards. Want to see more pics?

<<<http://web.mac.com/wrb99292/iWeb/Site/BCD2008.html>>>  
> Ann Gillman's show web site has had over 1,000 hits! Thanks Ann!

<<<http://www.buckeyetriumphs.org/BCD/bcdindex.htm>>>

## RI VERRUN - RECAP

From: **Susan J. Logan** <[slogan.osu@gmail.com](mailto:slogan.osu@gmail.com)>  
Date: Tue, May 27, 2008 at 11:10 PM  
Subject: Riverrun report and pictures

Ninety-three cars participated in Riverrun on Saturday, May 24th; this was the largest entry ever. The first Riverrun was in 1994, the river was viewed from downtown Marietta, the northbound route was SR 555, and there were 18 cars. In 1995, sixteen cars went to Pomeroy and then up SR 555. In 1997, 1998 and 1999, the entry was more than twenty and fewer than 30 cars, with a few Miatas. In 2001, there were 52 cars with Gallipolis having the view of the river. In 2006 and 2007 we had 76 cars with lots of Miatas.

This year, the entry had a nice mix of cars with drivers who seemed to find their knish with other cars and drivers, with whom to enjoy the roads.

- 27 British cars,
- 25 Miatas,
- 11 new Minis,
- 4 Subaru WRX/STI,
- 4 Solstice/Saturn Sky,
- 4 Hondas, including an S2000,
- 3 BMWs.
- 2 Porsches
- 2 VWs

The analysis of the 27 British cars includes

- 11 MGs
- 8 Triumphs
- 2 Healeys
- 2 Jaguars
- 2 Lotus, including an Esprit

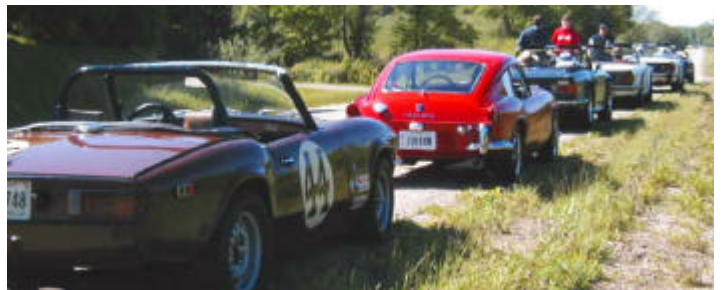
Chuck Ashton and Barbara Frost (06 Mini) have posted their pictures to a web site for your enjoyment:

<http://crashton.smugmug.com/share/gSuErRIKKFOB6>

Chuck has helped with the Riverrun layout for many years.

Dennis Blevins (Spitfire) shared his pictures of the Triumphs, including the only reported off road, which I understand was able to drive to Toms Ice Cream Bowl, after being pulled out by a tow truck. These are attached in a zip file.









Tim in the ditch (nobody hurt - drove it home)







George Barton shared his pictures, also attached, which includes some of the big stacks along the Ohio River.

All in all a good day. Glad you could join us.

Eric Jones and Susan Logan

## Oil Change Tech Session & Hooters Drive

Well it's a rainy Saturday morning in the bustling burg of Plain City. Buckeye Triumphs oil change tech session & Hooters drive kicked off at 9:00 am. Unfortunately it's now 9:20 and I'm sitting alone in my garage reading the paper and eating Der Dutchman doughnuts alone. Finally I hear a Triumph and its John Huddy, top down in the pouring rain.



We're off, one by one other club members start arriving, Joe Lynch, Howard Jefferson, Buck and Sean Henry, Murry Mercier and Bill Blake. The first order of business was to have someone go get oil, yes leave it to us to not bring enough oil to the Oil Change tech session, but that minor glitch was not going to slow us down! After some joking around and more doughnut consumption, the wrenching got under way. Howards Spitfire was first. Howard showed up a couple of quarts short (pun intended). But we got the oil changed in no time and moved on to Murry's TR6. Murry's oil was no big deal but his rear end was a little low (pun intended). Actually his differential was way low on gear oil so we topped it off and Huddy pulled onto the lift. We put Huddy's TR6 up and realized that his car has a special feature when on the lift. His antenna acts as a ceiling locator. When we raised the lift his antenna ran through my ceiling and checked on our attic. We noticed some grind marks on his front brake discs so we pulled a wheel to investigate the issue and topped up the cars transmission and differential. Bill Blake was next in his TR6, and his car was in fine order although he decided to switch to a smaller oil filter to save a few scraped knuckles.





Next we pumped up some low tires and after discussing other things we could be doing on this suddenly sunny Saturday we forced ourselves to drive to Hooters for some grub.



The weather couldn't have been nicer for the drive over to Hooters, although the guy in the red Spitfire behind me keep given me unidentified hand signals. We got a big table and ordered some drinks to quench our thirsts. Then the next hour or so we laughed and joked and enjoyed some pretty tasty food. Our waitress Megan said she noticed our cars parked outside and asked about them, so we relented and said we would allow a picture with our cars. Okay actually Joe gets credit for that. So after our meal we headed to our cars with six Hooters girls in tow.



We got a lot accomplished today, topped up a few transmissions and differentials, changed some oil and fixed some little issues on our cars in time for the new season so all in all it was a productive Saturday. My day had started out with the rain pouring down and I was reading the newspaper alone in my garage and it ended with me and seven friends taking some photographs and chatting with the Hooters girls, this won't be the last time for this event.

John Johnson

### Trudy lives again!

Saturday June 7<sup>th</sup> 2008, Trudy the TR3 runs again after a 28 year slumber! Our tech session in Hilliard was supported by members John Huddy, Murry Mercier, Bob Mains, Greg Gillman and I and amazingly enough we got Trudy running again. We replaced the coil, changed the spark plugs, removed the fuel tank and removed the clutch and brake master cylinders so they can be serviced.



John Huddy used his knowledge of the TR3 to get the SU carburetors set up properly so the car would run, although they are somewhat leaky after sitting for almost three decades. It was rather toasty in the garage being as the temperatures were around 90 degrees but that did not slow down Bob Mains who along with Lisa's husband Steve removed the fuel tank. The tank needed to be boiled out and cleaned because the gasoline from 1980 was nothing but soupy varnish now. After Lisa's son Ryan returned with some starting fluid I sprayed the carburetors and Huddy hit the starter button and with very little effort Trudy sprang to life, emitting what Murry referred to a 'lusty growl'. As is sometimes the case, issues we thought would be troubling went rather well but removing the brake and clutch master cylinders turned into a headache since the wiper motor was brazed to the inner fender preventing us from getting to the parts we needed to remove. This was remedied when Steve got out his grinder and Sawzall to cut the wiper motor mount off the car. I know Lisa appreciated everyone showing up and helping out, especially Greg who came right from his tennis match to lend a hand. Trudy is going to



need some more attention before she is roadworthy so if you have any advice or can help out, Lisa would appreciate any extra help.



Hopefully it won't be long before there is one more TR3 at our Buckeye Triumph functions. Thanks again Bob, Murry, John and Greg who helped out and congratulations to Ryan who will be attending the United States Air Force Academy in Colorado. Maybe when he gets back home mom will greet him in her TR3!

John Johnson

### Local Sources

Nothing for this month's issue.

### Rust in Peace

*I have a perfect picture for this - but I can't find it - watch for next month - Ed.*

### Ft. Meigs British Car Day

By Jeff Zorn/LBC

This the 10th British Return to Ft. Meigs saw over 180 LBC's on the field under beautiful sunny skies all day. Walking around taking pictures was a pleasure during the day, seeing the beautiful cars and talking to old friends.



There were lots of Triumphs again this year and of course the MG's held their own too. Jag's were quite impressive too as was the Healey and New MINI classes. I was really amazed at the number of Brit Bikes at the show too. There were two classes for both the new and the old bikes. The BSA actually did OK with about 15 beautiful machines in it's class.



We were pretty busy most of the day thankfully and many of our customers stopped in to just say hi too. There were lots of door prizes given out all day long and the food vendor was really busy and had great Mac and Cheese as well as other great stuff.



Many participants toured the Fort during the day since that is one of the perks of registration. I think I did that the first year it was held there before it was restored and one of these days I will have to have a look at the historic fort in it's present glory.

Awards were presented about 3PM with most of the people staying around till the end and we were home by about 7:30PM Not bad!



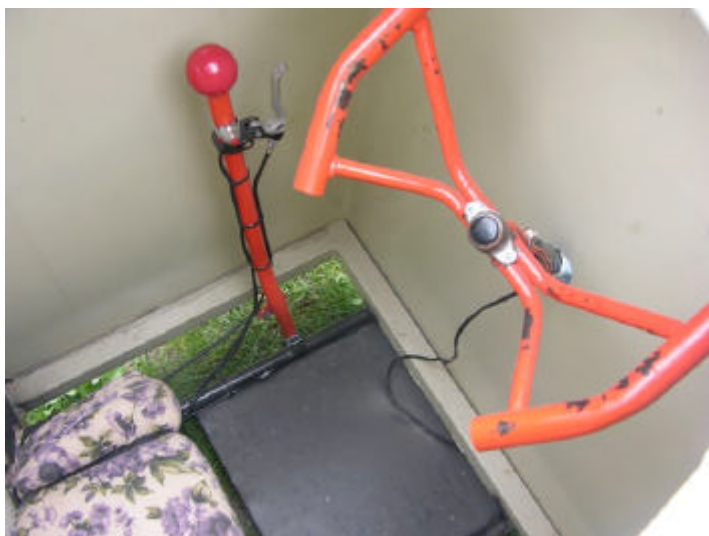
### Scooter Show Mr. Clean

By Bill Blake/Events

The Annual Scooter Show was held in Plain City. Murry, Huddy and I went again this year to see what was going on in the world on small engines and high mileage. What we found is a great way to clean up on gas mileage, yes a washing machine that doubles as a vehicle.



It may turn the tide of imported oil, so to speak!



### Notes from Members

**From:** John [mailto:johnjohnson@columbus.rr.com]  
**Sent:** Saturday, May 31, 2008 10:30 PM  
**Subject:** Stalker on the loose

**Attention:** Beware of strangers who offer you candy!



From: <calverti@juno.com>  
Date: Sat, May 31, 2008 at 3:21 PM  
To: slogan.osu@gmail.com

Thanks very much for organizing such a grand day out! Jessica Jaguar hasn't had so much fun since I bought her! She gave an admirable showing as she managed to keep up with the little Mazdas on the twisties going North on 555 while wafting along in her inimitable graceful style.



She never seemed phased by any of the amazing curves and hills we took. Not bad for two tons of V12 Grand Tourer!

I don't think you will have heard about the hassle I had when I tried to phone in Tim's TR6 recovery with AAA. The guy on the phone was a complete dimwit and couldn't even find Portersville, let alone TWP454 or the address we had: 1268 on SR555. He insisted Bearfield Township didn't exist,

even though we had written it down off the signpost on the corner! I even gave him the GPS Lat/Long readings, though of course my exact location was further up the road as I had to drive to high ground to get any bars on my mobile. Eventually he managed to get a fix but we had to provide the county name!! We said Morgan even though it appears we were next door in Perry! Luckily we got this information from the photocopied map you gave us but, for goodness sake! I can't believe AAA's computer system couldn't find Portersville without providing a county name! If they'd Googled Portersville it would have been quicker!

Anyway it must all have worked out because they called me back to confirm if the accident was North or South of highway 37. I told them North and that seemed to do the trick as they called back later to say they had recovered Tim's vehicle. What a palava!

Do you have any details of how they extracted poor Tim's Triumph? I would like to know everything turned out OK without too much damage.

I enclose a few pics of the crash site. Perhaps you could pass them onto Tim for me and wish him good luck

Cheers

Ian.

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**From:** billblake [mailto:billblake@thekayesco.com]

**Sent:** Monday, June 02, 2008 10:16 AM

**Subject:** Events

Kathy und ich werde in Deutschland aus dem 15. bis zum 30.. Ich werde die Vintage-Rennen in Mid-Ohio. Ich hoffe, jemand kann organisieren eine Abkehr Zeit und Ort. Bill Blake

**Editor's Note** - Just for fun, I ran this through the German to English translator on the internet:

*Kathy and I become in Germany from that 15. up to 30. I become those Vintage running in Mid Ohio. I hope, someone can organize a break time and place. Bill Blake*

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**From:** William Blake [wrb99292@columbus.rr.com](mailto:wrb99292@columbus.rr.com)

**Sent:** Sunday, June 08, 2008 1:07 PM

**Subject:** CI-4 Good

[www.centralpastreetmachines.org/Items-Interest/Modern%20Oil.html](http://www.centralpastreetmachines.org/Items-Interest/Modern%20Oil.html)

More on the removal of ZDDP in our oils.

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**From:** rod yost [mailto:RYOST27993@roadrunner.com]

**Sent:** Monday, June 02, 2008 6:03 PM

**Subject:** Pittsburgh Vintage Grand Prix

To All Buckeye Triumphs members and friends,

One of my favorite automotive events is the Western Pennsylvania Triumph Association sponsored British Car Day, and Pittsburgh Vintage Grand Prix, held on **Saturday July 19, and Sunday July 20** in downtown Pittsburgh.

These are both truly premier events. The Western Pennsylvania Association itself has over 200 members, and this show draws cars from as far away as Ontario, Michigan, New Jersey, and Florida. It is a big event. In addition to the British Car Day, there is also a Combined Car Show featuring American cars, this years Marquee if the Year, "All Italian Cars", a European car Display, and an Asian Car Display. There will probably be over 2000 cars on display. The car show is held at Schenley Park, a beautiful public golf course through which the Grand Prix passes. You can see awesome cars, see the skyscrapers of downtown Pittsburgh, and watch over 200 vintage cars race on public streets!

The racers practice Saturday, 9:00 AM till 5:00 PM, Sunday 8:15 AM till 10:15 AM, and race 12:00 noon till 5:00 PM. There are 6 classes as follow. These folks really race, these are not parade laps.

Group 1: Pre-World War II (Pre-1941)

Group 2: Post-War Sports Cars Under 1 Litre & Preservation Cars

Group 3: Sports Racers and Formula Cars

Group 4: Under 2 Litre and Preservation (Pre 1960)

Group 5: Over 2 Litre (Pre 1960)

Group 6: Small Bore thru '65, Modified and H Production

I have enjoyed this for several years. Last year Buck Henry stopped by, and I know believe that Jim VanOrder has been there as well. I am planning to go, and will stay at our daughter's place. I think that Buck and Mary, and Bruce Miles are planning on attending this year as well. I encourage all to consider attending.

Here are internet links to the events. Deadline for British Card Day pre-registration is July 6.

Pre-Registration Link

[http://www.pvvp.org/6746911219164243/lib/6746911219164243/2008\\_BCD.pdf](http://www.pvvp.org/6746911219164243/lib/6746911219164243/2008_BCD.pdf)

Pittsburgh Vintage Grand Prix Link

<http://www.pittsburghvintagegrandprix.com/pvvp/wp/view.asp?A=3&Q=276517>

Hope to see lots of Buckeye Triumphs there!

Rod Yost

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

**Sent:** Thursday, June 05, 2008 11:30 PM

**Subject:** Gasoline

From: "John Macartney"

Subject: And I thought I was sweating on oil prices!!!

Hi, Guys

The only Triumph connection I can bring to this thread is that on Sunday I found myself re-fuelling



the Triumph Trans-America UK Spitfire UK Raffle prize at a freeway gas station here in the UK. Even topping off the tank made my eyes smart a bit (remembering UK fuel prices are usually stratospheric) - but I had a surprise. Just as I was snapping the filler cap closed on the Spitfire, alongside me comes a beautiful 1926 4.5 litre Bentley. The same type that raced so successfully at Le Mans all those years ago. Driver was a most engaging individual, very friendly and responded with humour to my comment that it would cost him the UK defense budget to re-fill. With aplomb and a cheery smile, he loosened the Bentley's fuel cap to reveal a hole about 6 inches in diameter and a \*fairly\* empty (I'd guess just under half full) but massive slab tank. In went the nozzle and while he kept the fuel flowing, we had a pleasant chat. First time I've seen a Bentley refilled from empty and it didn't happen in a few moments! :) Eventually, the tank was full and I looked at the pump meter. GBP 143.00 (equal to about US\$286.00) and I commented that I hoped it would get him home.

"I hope so too. London's about 130 miles? With a bit of luck and if I keep the revs below 2000, we ought to do it."

How much did he take on board? My calculator tells me about 25.8 imperial gallons and there were probably about another 20 gallons still in it. So, say 50 gallons at GBPUS\$554 for the full tank and 130 miles to eat it all up, it would have cost him somewhere in the region of US\$4.26 PER MILE!

Jeez, at that consumption, I guess you could work out the cost per firing impulse. Anyone care to do it? I'm too tired.....

Jonmac

Originator of The Triumph Trans-America Charity Drive 2009 **Error! Hyperlink reference not valid.**

An event for full TRIUMPH Enthusiast participation

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**From:** John Johnson [mailto:john70350@msn.com]  
**Sent:** Thursday, June 05, 2008 9:02 PM  
**Subject:** FW: Toronto Triumph Club Canadian Classic 2008

Bruce, Thought you might want this for the newsletter.  
 John

From: cheftush@rogers.com  
 Subject: Toronto Triumph Club Canadian Classic 2008  
 Date: Thu, 5 Jun 2008 20:48:15 -0400  
 Dear John,

Just wanted to send a quick note to send out an invitation to any of your members who might want to join us for a few days of fun at the Toronto Triumph Club's annual Canadian Classic Event.

This year, the "Classic" will be held in Newmarket Ontario Canada from July 24th through the 27th. To see a list of the scheduled events and for the registration information, please click on the Canadian Classic link on the Toronto Triumph Club website at <http://www.torontotriumph.com/>

If you could please send out this invitation to your membership, it would be greatly appreciated.

If you, or any of your members have any questions or require further information, please do not hesitate to contact me.

Cheers, David Tushingam  
 Canadian Classic Chairman  
 Toronto Triumph Club  
 905 830 9124  
[Cheftush@rogers.com](mailto:Cheftush@rogers.com)

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**From:** billblake [billblake@thekayesco.com](mailto:billblake@thekayesco.com)  
**Sent:** Tuesday, June 03, 2008 2:13 PM  
**Subject:** Kearney, Nebraska

Our major line is Baldwin Filter located just east of Kearney on US 30. They still on CAT generators after this storm blew through last Thursday afternoon:



-----  
**From:** John Johnson [mailto:john70350@msn.com]  
**Sent:** Saturday, May 31, 2008 10:53 AM  
 Bruce,

I didn't know if you had this link yet. Thought it was cool. <http://www.britishcarweek.org/>

John

-----  
**From:** Joe Lynch [mailto:jlynch1@columbus.rr.com]  
**Sent:** Tuesday, May 27, 2008 6:48 PM  
**Subject:** Separated at birth - Peter Brady and John Johnson



-----  
**From:** John [mailto:johnjohnson@columbus.rr.com]  
**Sent:** Tuesday, May 27, 2008 5:18 PM  
**Subject:** Acceleration

'DEFINITION OF ACCELERATION' ..

(courtesy of KB Performance Pistons)

One top fuel dragster 500 cubic inch Hemi engine makes more horsepower than the first 4 rows of stock cars at the Daytona 500.

It takes just 15/100ths of a second for all 6,000+ horsepower of an NHRA Top Fuel dragster engine to reach the rear wheels.

Under full throttle, a dragster engine consumes 1-1/2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.

A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster's supercharger.

With 3,000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition.

Cylinders run on the verge of hydraulic lock at full throttle.

At the stoichiometric (stoichiometry: methodology and technology by which quantities of reactants and products in chemical reactions are determined) 1.7:1 air/fuel mixture of nitro methane, the flame front temperature measures 7,050 deg F.

Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.

Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

Spark plug electrodes are totally consumed during a pass. After halfway, the engine is dieseling from compression, plus the glow of exhaust valves at 1,400 deg F. The engine can only be shut down by cutting the fuel flow.

If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4G's In order to reach 200 mph (well before half-track), the launch acceleration approaches 8G's.

Dragsters reach over 300 miles per hour before you have completed reading this sentence.

Top fuel engines turn approximately 540 revolutions from light to light! Including the burnout, the engine must only survive 900 revolutions under load. (I don't understand this part; Ron)

The redline is actually quite high at 9,500 rpm.

Assuming all the equipment is paid off, the crew worked for free, and for once NOTHING BLOWS UP, each run costs an estimate \$1,000.00 per second.

The current top fuel dragster elapsed time record is 4.428 seconds for the quarter mile (11/12/06, Tony Schumacher, at Pomona , CA ). The top speed record is 336.15 mph as measured over the last 66' of the run (05/25/05 Tony Schumacher, at Hebron , OH ).

Putting all of this into perspective:

You are driving the average \$140,000 Lingenfelter 'twin-turbo' powered Corvette Z06. Over a mile up the road, a top fuel dragster is staged and ready to launch down a quarter mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line and pass the dragster at an honest 200 mph. The 'tree' goes green for both of you at that moment.

The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within 3 seconds, the dragster catches and passes you. He beats you to the finish line, a quarter mile away from where you just passed him.

Think about it, from a standing start, the dragster had spotted you 200 mph and not only caught, but near ly blasted you off the road when he passed you within a mere 1,320 foot long race course.

... and that my friend, is **ACCELERATION!**

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**From:** Joe Lynch [mailto:jlynch1@columbus.rr.com]  
**Sent:** Tuesday, May 27, 2008 6:48 PM  
**Subject:** Saint John ??

Press release from the Vatican -  
**Huddy To Be Considered For Sainthood**

Since his retirement from the State of Ohio late last year, John Huddy has been on a crusade of good deeds.

He has helped an elderly couple in northern Ohio by cleaning out their trailer for them, and then hauling it away

He's helping young ladies get out of their trapped lives as Hooter's waitresses, by leaving them large tips,

He's supporting both the the local and global economy by making several large purchases - Mini Clubman, and a new trailer





And he's keeping the breweries around the world working in full production to satisfy his own personal thirst.

As you can see in the attached photo, John is already sporting a "halo".

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 From: Andre Rousseau [mailto:andre@gt6.ca]  
 Sent: Saturday, May 03, 2008 8:42 PM  
 Subject: Re: Favorite picture of my car



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 From: duplocam@aol.com [mailto:duplocam@aol.com]  
 Sent: Tuesday, May 27, 2008 4:13 AM  
 Subject: Re: TRials Family Fued Game

Hi Bruce,

Elaine and I are in Europe and we will have some input for the news letter. We met Robert Collins he is a reporter for Aftonbladet a Swedish News Paper he was test driving a new Corvette, Mercedes, and Audi for his paper. We met him and his staff at a gas station driving from Stockholm to Gothenburg and of course Elaine started asking about the cars. Well Elaine ended up riding with him in the Corvette for about 80 km and then I rode with him for about 50 km.

He said he is very famous for rolling over the new small front wheel drive Mercedes 10 years ago, while test driving it. It caused Mercedes to cancel the introduction of the car for one year and was the worst public relations problem Mercedes has ever had. They had to change the entire suspension system.

We also attended the largest car show in Sweden. We will follow up with photos. Love that Autobahn,

Carl

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**Events 2008 - Bill Blake**

Date	Day	Event Description
6/8	Sun	9:00a -6:00p British Car Day in South Bend, IN Minor is the featured marque

Date	Day	Event Description
6/11	Wed	Huron, OH. - Triumph Register of America
6/12	Thu	TRA runs through the weekend
6/14	Sat	Flag Day - 11:00a -5:00p Nettler Pool Party in the Pole Barn and Annual Belly Flopper Contest - -
6/15	Sun	Fathers Day
6/19	Thu	TRF Summer Party thru the 21st Armaugh, PA
6/22	Sun	Cleveland Champ Car Grand Prix Burke Lakefront Airport
6/28	Sat	9:00a -6:00p British Car Showdown during Vintage Races at Mid-Ohio
7/4	Fri	Independence Day (Fed) - 11:00a - 8:00p Marietta Parade with Ceremony at the Grave Site of Ohio's Founder Rufus Putnam, call Bill Blake for details.
7/6	Sun	6:00p -10:00p Buffalo Bill Wild West Show Smith Park Sunbury
7/12	Sat	9:00a -11:30p 26th Annual Len Immke Show British Show within a Show Event at Metro Center Dublin as usual
7/19	Sat	American LeMans Race
7/20	Sun	Mid-Ohio Indy Car Race
7/25	Fri	5:00p -12:00p Celina Lake Festival and Amphicar Splash-In with Classic Cruise-In This will be a BT Drive!
7/26	Sat	11:00a -11:00p Delaware Vintage Car and Cruise on Sandusky Street Downtown
8/2	Sat	British Car Day Dayton/British Car Day Cleveland
8/4	Mon	6:30p -9:30p Business and Social Meeting Bill Blake and Kathy Scott to host at Crazy Charlie's US42



**Are you heading to VTR's North American Triumph Challenge?**

August 4-8, 2008  
 Ypsilanti, Michigan

Date	Day	Event Description
(formerly the VTR National Convention) <a href="http://www.natc2008.com/">http://www.natc2008.com/</a>		
8/24	Sun	12:00a -7:00p August Drive First Annual Ohio Winery Tour Waldo, OH
9/1	Mon	Labor Day (Fed)
9/8	Mon	Business and Social Meeting
9/11	Thu	<p>TRials 2008 - Townsend, TN</p> <p>Townsend is a great place to visit, to do business, or to live. It has many recreational and sight-seeing opportunities of its own - as well as being adjacent to the Great Smoky Mountains National Park. This enchanting community has an interesting history, and some fascinating local attractions. It is a part of historic and scenic Blount County, Tennessee with easy access to Knoxville, and the University of Tennessee in addition to the shops and shows of Gatlinburg, Pigeon Forge, and the more commercialized areas of the Smokies.</p> <p>Valley View Motor Lodge</p> <p>We have reserved a block of rooms at the Valley View at the discounted rate of \$225 plus tax for three nights. Additional nights (like Wednesday or Sunday) are only \$55 per night. The club has guaranteed a minimum number of rooms so be sure to stay at the Valley View. Registrations made after August 1,2008 will be made on a space available basis.</p> <p>Call the Valley View at 1-800-292-4844 and mention 6-Pack TRials to obtain the group rate</p>
10/6	Mon	6:30p -11:30p Business and Social Meeting at the Gillman's Annual Chicken Fry
10/13	Mon	Columbus Day (Fed)
10/31	Fri	Halloween
11/2	Sun	End Daylight Saving Time
11/3	Mon	6:30p -9:30p Business and Social Meeting
11/4	Tue	Election Day
11/11	Tue	Veterans Day (Fed)
11/27	Thu	Thanksgiving

Date	Day	Event Description
12/1	Mon	Business and Social Meeting, this is an optional meeting
12/25	Thu	Merry Christmas
12/31	Wed	Happy New Year

**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: John Johnson (614) 873-8245 <a href="mailto:johnjohnson@columbus.rr.com">johnjohnson@columbus.rr.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@embarqmail.com">vanordergj@embarqmail.com</a>	Events: Bill Blake (614) 403-1074 <a href="mailto:billblake@thekayesco.com">billblake@thekayesco.com</a>
Newsletter Editor: Bruce Miles (740) 587-4179 <a href="mailto:bmiles@buckeyetriumphs.org">bmiles@buckeyetriumphs.org</a>	Secretary: Charma Huddy 614-846-2321 <a href="mailto:jhuddy@columbus.rr.com">jhuddy@columbus.rr.com</a>
Webmaster: Ann Gillman 614-891-3733 <a href="mailto:AGillman@aol.com">AGillman@aol.com</a>	

**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 [vanordergj@embarqmail.com](mailto:vanordergj@embarqmail.com)

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

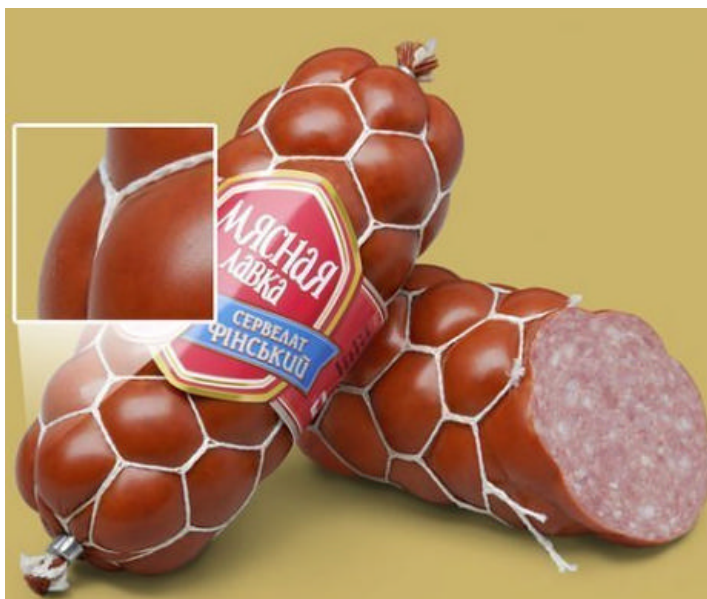
TR-7 & 8's: Ron Fowler 614-397-3685 [tr8@att.net](mailto:tr8@att.net)

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

-----  
**From:** Mark Uhlig [mailto:triumphlodge@comcast.net]  
**Sent:** Sunday, May 25, 2008 7:25 AM  
**Subject:** Guess the nationality



**POLISH !!!**



-----  
**From:** billblake [mailto:billblake@thekayesco.com]  
**Sent:** Monday, May 19, 2008 12:53 PM  
**Subject:** Understanding the Engineer

**Understanding Engineers - One**

Two engineering students were walking across a university 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, threw it to the ground, took off all her clothes and said, "Take what you want." The first engineer nodded approvingly and said,

**Comedy Clips**

**From:** DuploCAM@aol.com [mailto:DuploCAM@aol.com]  
**Sent:** Wednesday, June 04, 2008 9:47 AM  
**Subject:** NEWFIES

Two businessmen in Toronto were sitting down for a break in their soon-to-be new store.

As yet, the store wasn't ready, with only a few shelves set up.

One said to the other, 'I bet any minute now some idiot tourist is going to walk by, put his face to the window, and ask what we're selling.'

No sooner were the words out of his mouth when, sure enough, a curious Newfoundlander walked to the window, had a peek, and in a thick Newfie accent asked 'What might ye be sellin' here B'ye?'

One of the men replied sarcastically, 'We're selling ass-holes.'

Without skipping a beat, the Newfie said, 'You're doing well ... only two left.'

Newfoundlanders - God bless them - don't mess with them.

"Good choice; the clothes probably wouldn't have fit you anyway."

#### Understanding Engineers - 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 - Three

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

#### Understanding Engineers - Four

What is the difference between mechanical engineers and civil engineers? Mechanical engineers build weapons and civil engineers build targets.

#### Understanding Engineers - 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 - Six

Three engineering students were gathered together discussing who must have designed the human body. One said, "It was a mechanical engineer. Just look at all the joints." Another said, "No, it was an electrical engineer. The nervous system has many thousands of electrical connections." The last one said, "No, actually it had to have been a civil engineer. Who else would run a toxic waste pipeline through a recreational area?"

#### Understanding Engineers - Seven

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. This was taken an art form in England in the seventies at Standard-Triumph.

#### Understanding Engineers - 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 I'll turn back into a beautiful princess and 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 for one week 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 one 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."

## Classifieds

### PARTS...PARTS...PARTS -

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

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

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

### FOR SALE

**From:** SHughes [mailto:shughespk@yahoo.com]

**Sent:** Tuesday, April 29, 2008 7:46 AM

I still haven't sold the car, so I thought I would give it one last chance. Please drop the price to \$9,000 and put in the ad that it is the last chance as it will be moved to PA in June. Also, my phone number has changed. It is 717-917-3591.

Thanks, Steve

75 TR6 I have decided to retire and move to PA to be near my son and his family, so I will be selling my 1975 TR6.



All cosmetics are new (interior, trunk, pimento red paint,



top, bumpers re-chromed), and the engine was rebuilt by Sam Halkias with new stainless exhaust. It has overdrive and a rollbar. ~~Price \$12,500. Reduced to \$11,000~~ Reduced to \$9,000 - If interested, contact Steve Hughes - 614-296-6074 - [shughesp@yahoo.com](mailto:shughesp@yahoo.com)

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## **CARS WANTED**

Very Serious buyer for:

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

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