



Buckeye Triumphs Newsletter

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 (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!

Watch the SCCA Runoffs on Sunday, December 11th

The Speed Channel will be running the SCCA runoffs on Sunday, December 11th at 1:00pm.

I will setup the big screen and we can watch Sam Halkias in his 3rd place national finish.

Plan on coming around 11:30, if you would please bring your favorite hor'dourves or desert and we will supply things for sandwiches (I won't turn down any grain beverages either)



The best way to get here is to drive through downtown Granville, travel east on Broadway, past the Granville Inn, then turn left on Granger street, follow Granger till it dead ends and then turn right on Welsh Hills Road. We are at 2058 (if you get to a stop sign, you went too far) Our driveway is 1,000 feet long, come on back.

If you are coming, please let Kim or I know via email or call 740-587-4179 so we can plan to have enough food.

I hope to see you there.

Editor's Corner

Happy Holidays!

What can I say? - it is December and not much going on.

Or is there???

Please look for the "Bruce and Todd's Excellent 250 Adventure" in this newsletter . (My special thanks to Buck Henry for telling me about these cars)

Start planning for the Holiday Party on January 26th - be sure to RSVP to Jim VanOrder jvanorde@columbus.rr.com or myself as soon as you know you can come.

Speaking of the Holiday Party (January 21st , 2006 – Buckeye Hall of Fame Café - look for the flyer in this newsletter – please RSVP) - as in years past we will have a slide show at the party with photos from the previous year - more of you have been taking digital photos, so please gather you pictures and put them on a CD so I can prepare the slide show.

Looking towards Spring (yes, there will eventually be a Spring) - club member Mike Morris (who is the Director at the Midland Theatre in Newark) is trying to arrange for Herman's Hermits to perform at the theatre in Newark on April the 22nd - we will try to have a drive and event outside the theatre and have a place to display our cars. All the details are still tentative but watch for future details.

It is the time of the year for dues to be paid - we will be collecting at the holiday party, look in this issue for a data sheet with your information to be sure that we are up to date.

I hope you can make it to our house this Sunday to watch Sam's race at the runoffs - I think it should be fun. Please RSVP if you can come - I hope to see you then.

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – January 25th , 2006

President's Corner

Was that snow I drove through today? I wouldn't want to drive my TR through this weather. I did that years ago when I was younger and didn't know any better. Now that I have gotten used to having heat in my vehicles, there's not much chance of that. So the TR has been put away for the winter, up on the lift and out of the way. Before I put it away however, I washed it, waxed it and winterized it. The fluids were topped off, Sta-Bil was put in the fuel tank and the battery taken out and placed in the basement. I'm going to miss driving it though during the next few months.

My project for the winter will be final preparation of the Spitfires running gear and hopefully, sub-assembly of the chassis. In keeping with my theme of last months Presidents Corner, I may be calling a tech session in the dead of winter and inviting some of the Spitfire experts over to help guide me through this process.

My thoughts for this month are based upon some member comments made at the last monthly meeting. It was agreed

that we need to schedule more driving events. Looking at the Buckeye Triumphs Calendar, Bruce has put together a driving event in conjunction with the annual British Car Show for participants of the show and I see that we have a short drive to Newark scheduled to see The Herman, Hermits. This should get the cobwebs out of the LBCs. Gary and Bev Nettler have again scheduled a drive and pool party in July and the Washburn's have volunteered to host a drive in September.

During Memorial Day weekend, Eric Jones puts together the great River Run and we generally have a group drive up to Mid-Ohio for the vintage races, which is in August this year. However, both events are only attended by a handful of Buckeye Triumph owners. So that leaves June, August and October open. I know Bruce is a hard act to follow when it comes to putting together drives, but these driving events don't have to be cross state tours. So lets get mappin...let's all try coming up with something fun and enjoyable. I'm getting my maps out and have already sketched out a tour in the north central area!

Jim VanOrder has once again put together a fun filled evening at the Buckeye Hall Of Fame for our annual Holiday Party on January 21st. Thanks Jim for all your hard work! Please remember to RSVP to Jim, hopefully everyone will join in this enjoyable evening. I can't wait to see all the goodies and slide show....thanks Bill and Bruce! Also remember, everyone has been invited to Bruce and Kim's house on December 11th to watch the replay of Septembers Runoffs at Mid-Ohio. Sam Halkias, who finished on the podium, will give us his first hand account of the race. Cheers, Buck

October Minutes

Minutes of the November 7 meeting:

The meeting was called to order at Plank's Café. Mike thanked Joe for arranging the meeting place and thanked everyone for attending. There were 27 people including new members Mary Harp, who has a Spit, Curt Essenbacher who also has a Spit and Steve and Deb Issac who have a TR4, a TR3 and a TR6!! Three brave souls drove their cars to this meeting.

Old business: The holiday party will again be held at the Buckeye Hall of Fame Café and the gift exchange will again be held. There will be 3 entree choices and the cost will be \$32 a person.

Contact Bob Mains for shirts or other memorabilia—they make great Christmas gifts!

Thanks to Greg and Ann for their efforts in the club picture. They have copies for anyone who wants one.

Again Mike asked for volunteers to plan future monthly meetings. Many people have now requested certain months but there are lots of other openings—please consider sponsoring a meeting.

Also, please let Mike know if you would like to host a tech session. If you need any work on a car and our group can

help, just schedule a session and announce it at the next meeting. All you need to do is offer coffee and doughnuts in the AM or beer in the PM and we'll be there! Contact Mike or Jim VO for details. Mary Harp thanked John and Charma Huddy for all their help with her car.

New Business: The December meeting will be held at Bruce Miles' house on Dec. 10 where all will watch a broadcast of the EP race. Everyone who attends is to bring a snack. He will serve burgers, etc.

Bruce still wants to hold the computer class for all who are interested. He will try to have it within the next two months. The time and date will be announced soon—the class is 4 hours long and will probably be held in the morning. Bruce also wants stories for the newsletter. Please contribute any anecdotes that you have concerning Triumphs.

Jim Washburn and Bruce Miles suggested that we need to have more weekend drives. All are encouraged to try to come up with ideas and to contact Bill Blake with any plans. There is help available to anyone who wants to plan an event. We do not need to just settle for trips to conventions, races and shows as the drive for that month. Many who are not interested in those other activities agreed that they would like to go on drives. More information will follow. Meeting adjourned at 7:45.

Respectfully submitted, Margo Washburn, Secretary

Bruce and Todd's Excellent 250 Adventure

It all started out something like this, in an email I received that was forwarded by from Buck Henry:

"On another note this past weekend we were in the Charleston, SC area and I had a chance to stop in to look at three 1968 TR 250's an individual has he wants to get rid of...."

An email to Todd Bermudez (6-pack Secretary and all around Triumph expert and nice guy) with the following response:

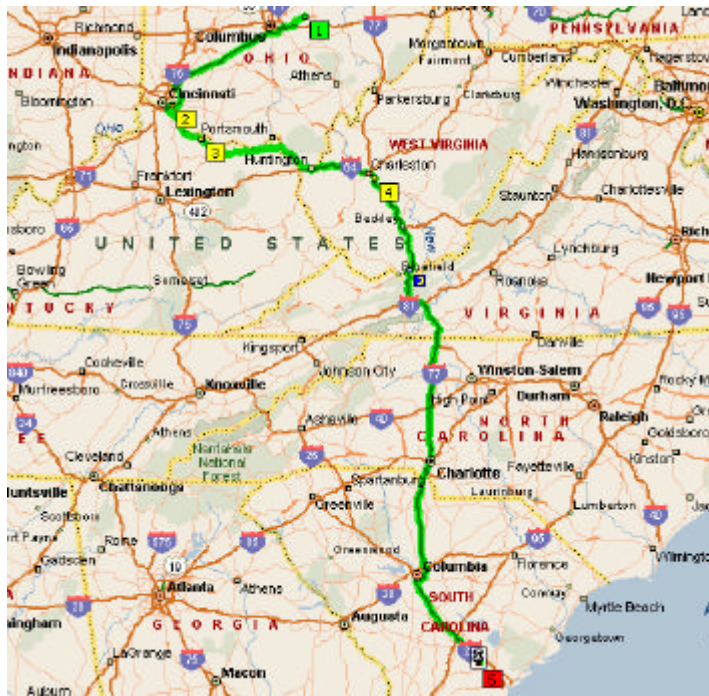
*Cool, I think 2 out of the 3 look somewhat salvageable?? Maybe not when viewed up close, but I'm sure there'd be a ton of spares for the both of us!
When you want to go? - Todd*

And thus began Bruce and Todd's 250 Adventure.

I don't know what possesses me to do these things, but last weekend Todd Bermudez and I found ourselves setting off to Summerville SC in search of 250 "gold" (Todd kept muttering "Lost Group 44 250's" - but that was not to be) Snow was flying as I left Granville, OH on Friday morning at 6:30 AM with my trailer and headed to Todd's place. The road outside my house was a sheet of ice, and I wondered what we were in for. I didn't feel that my wife's truck was up for a trip over the mountains, but Todd had access to an 88 Ford F150 that was more than up to the task. I got to Todd's around 9:15. and we started wiring trailers and

checking tire pressures in the Ford. By the time we hit the road I was sufficiently chilled and cursing the cold. I then found out that the heater on the F150 was “lacking” and no heat to the floor. Oh well - we were headed south.

Time passed slowly as we headed south, but I had brought a pair of FRS radios so Todd and I could chat and help pass the time. Here is the route that we chose:



791 Miles for me - 651 miles From Todd’s house

As we traveled through South Carolina Todd started to ask me if I wanted to turn back. Don’t you just love a good sense of humor?

We arrived at Ed Hillman’s house around 10:30 that evening and got our first peek at our possible prizes. Too dark and too late to do anything, but we saw enough to begin formulating our offer. We found a hotel, then went and found some beer and munchies and tried to get some sleep.

6:45 came too early, but we filled up at the local breakfast buffet and headed out to Ed’s.

Here is what we found (with commentary)



First 250 (with engine and transmission on the side)



Second 250 (iffey)



Third 250 (Nice body, but Ed built a barn after he built the shelter for the 250 (no telling how long ago this one was parked here)

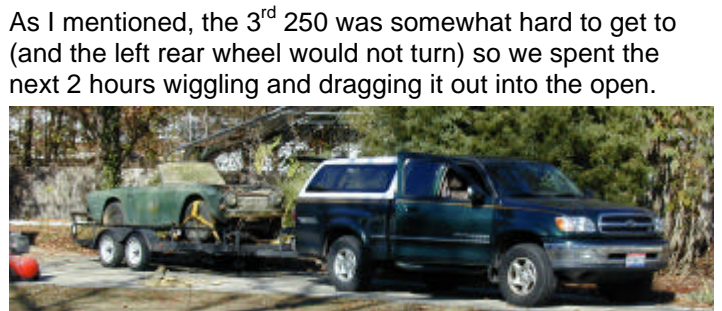
After some negotiations with Ed, we decided that the white car was too far-gone, and we struck a deal with Ed for the other 2 cars (Ed was nice enough to let us gather some useable parts from the white 250)

Ed had quite a few other items:



Ed’s “Shop” (I want this building)





As I mentioned, the 3rd 250 was somewhat hard to get to (and the left rear wheel would not turn) so we spent the next 2 hours wiggling and dragging it out into the open.

Here is number 3 ready to go.



Here is number 1 ready to go (Todd brought good tires off of his TR6 to make the trip home)



We said our goodbyes to Ed



And spent a few relaxing moments by his pond.

Just down the road a bit, we stopped to be sure that everything was attached OK, pick up some supplies ...



... and a photo op at the "piggly wiggly" (No, Todd, you have to drive the Truck)

We made pretty good time as we headed North. I was surprised how well the one on the dolly did behind the F150. I started calling off the miles every 100 miles. About 200 miles into the return trip it started to rain, and we discovered that the wipers on the F150 only worked at high speed, and then stopped working for scary intervals, so we went on the hunt for Rain-X. (Wonderful stuff Rain-X) and we were off again.

It remained wet for the rest of the trip, as we came through one of the first toll booths on I-77 in WV, the toll collector told me that the temperature was 32 degrees and that the forecast was for a "wintery mix" . Great. Snow I can handle, but ice and cars on trailers don't mix. By this point in the trip we were both pretty tired and trying to find anything to talk about to stay awake. We noticed ice forming on the radio antennae on the 150 and ice forming on road signs we were passing. So the closer we got to Todd's - the slower we went just to be on the safe side. We finally got to Cincinnati around 2:30 AM on Sunday morning. We had a celebratory beverage and crashed for the night.

On Sunday Morning, Todd's 2 boys were more than excited that Daddy was home, so sleeping in was really out of the question. We had some breakfast and had fun with the family until 11:00 or so and began the task of offloading our treasure.

After 3 or 4 more hours of work, everything was safely tucked away in Todd's pole barn (actually his very nice father's pole barn):



F150 in mid unloading.



Here is our booty - tucked away till we get together next to decide what to do with them.

I bid Todd farewell and headed back to Granville (quite tired and quite dirty) - managed to stay alert for three more hours to get home and a nice hot shower.

Was it worth it? You bet. Do it again? Sure. Save a couple of 250's is always worth the trip.

Oh by the way - if anyone is interested, Ed also has the following item on the property:



Mid 60's Triumph 2000
 Bruce Miles
 Newsletter Editor
 Buckeye Triumphs
bmiles@buckeyetriumphs.org
 Todd Bermudez
 6-PACK Membership Secretary
red_tr250@hotmail.com

Triumph Register of America 2006 National Meeting Update



Well, it's December and plans for TRA 2006 are running full bore. Hopefully you already know the 2006 TRA National Meeting is going to be held 14-18 June 2006 at Burr Oak State Park – just north of Athens – a

short drive from anywhere in Ohio. As National Meeting Coordinator I've wanted to try a few things to make this meet a bit different, and working with others on the TRA National Committee I think we have:

- First – no on-site registration. Radical? Maybe, but we want to ensure that the folks who normally sweat getting registrations together and manning a room in the hotel actually can participate in the meet. We're going to do this by only accepting registrations mailed to us and mailing back the registration package. Stan Seto, the registration guru for the meet, told me that at most the registration room might be the trunk of his TR3!
- Second – we'll be driving. We've decided to concentrate the meet on driving the cars, not on stationary events at the hotel (lodge). At least a tour per day, along with driving to other events such as early morning runs, will ensure carbon build-ups are kept to a bare minimum. We added a tour to kick this off on Wednesday and a tour to close it out on Sunday. Remember – art hangs on wall, cars are for driving.
- Third, the registration cost includes everything except the banquet. Simplifies calculations on our end, and we're notoriously lazy...
- Fourth, no shirts. Who wants shirts? We're giving the Triumph gift that keeps giving – beer mugs, and you get them with your registration – one per adult registered. Yes, you can buy extra to stock your basement bar...
- Fifth, family registration. We want to encourage folks to bring the family, so registrations are by the family, not per person or per car. Bring the kids, Aunt Bertha, or Uncle Mort. All we ask is that they like driving...
- Sixth – car show is back on Friday. We feel that having the car show on Friday will allow folks to feel like they can drive their car more since they aren't

“saving it”. Yes, it will cut down on folks who want to stop out and look at cars on Saturday, but the meet is really for the folks attending over the meet days, not for the one day lookers anyway – oh boy, I’ll probably get grief for that one!

- Seventh – secluded location. Okay, Burr Oak isn’t that secluded, not like somewhere in the middle of Australia, but it’s out of the way, and folks at the meeting can concentrate why they are there, a fondness for early Triumph TRs. We will not have to fight with hundreds or thousands of folks there for some other reason.
- Eighth – We’ve told TRF to bring their TRs, not their TR stuff. About time to give these guys a rest and have them with us on drives & events, not manning displays in the registration room (since there will be no registration room this was an easy call!)

Oh, if you’d like to help me help others have a wonderful time give me a call at 937-376-9946, or email at clough@erinet.com. We could use a bit of help planning tours and making sure we have cups at the beer keg. Our goal is to have an uncomplicated meet where the staff enjoys it as much as the “normal” attendee! Oh well, that’s about it. We should have registration brochures together in the next week, and we’ll get those out to the clubs. Happy Holidays to you and yours - Bruce Clough



At first glance it appeared to be a normal gas station sign that would have measured 8 feet by 6 feet. Actually it was a two-sided interstate sign of enameled steel attached to a massive steel frame, done in four foot wide sections. (130) small metal cap screws held the panels to this frame along with (40) 3/8” cap screws and weeds too numerous to count. Using a socket wrench and muscle one side of the sign came off in under 20 minutes. Since this is a Standard Oil company sign it would have looked like this when new:

History of your TR

Information for all models of Triumph for the production years of 1946 through 1984 is available for a fee of £33 from <<www.heritage-motor-centre.co.uk>> In some cases I am told the certificate will show the boat which transported your fine piece of four wheel machinery to these shores. You can then contact <<www.mariner.org>> to see if they can locate a picture of the ship. This may involve more fees. I used this complete URL to order my certificate.

<https://www.heritage-motor-centre.co.uk/archive/certificate/certificate+order+form.htm>

Bill Blake

It’s A Sign! Killed by British Petrol....

Collecting of vintage petroleum signage has become something of a passion in the old car hobby and in Buckeye Triumphs. We have many members with garage signage that is quite historic, folkloric and valuable! Recently while traveling south on I-71 just before the US 250 exit there appeared to be an Amoco oil sign laying in the weeds just off a county road.



Note the "torch" on the top. The sign from the interstate was recently installed in my garage with Greg Gillman consulting via cell phone:



Unfortunately the sign actually measures 9 1/2 feet by 16 feet. The ceiling came into play and is preventing the torch from extending above the sign. Options are many and any ideas are welcome from fellow sign/club members.

Rod Yost's Story

Editor's Note - Rod took a well-earned rest this month.

Local Sources:

Nothing submitted for this month - please be thinking about submissions for 2006.

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

Notes from Members

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

Sent: Friday, November 25, 2005 8:49 PM

To: Bruce Miles

Subject: Spitfire news

Big things happening for Spitfire and GT6 owners !

The Central Spit-Together for 2006 will be held in Dayton on August 4, 5 & 6th. It will run in conjunction with the British Car Day Show at Dayton's Eastwood Metro Park (a show well attended by Buckeye Triumph members).

Due to the ever increasing numbers of Spitfires & GT6's in Buckeye Triumphs, and the close proximity of this show, this will be a great show !!

Here's the preliminary announcement from Mike Ross:

I'm planning early for this one. Because of its' location, close to the largest concentration of NASS members (Ohio, Kentucky, Michigan and Indiana) the Spit-Together in

Dayton, Ohio could attract over 100 Spitfires and GT6's. The British Car Day show organizers have been very receptive to enlarging the classes for Spitfires & GT6's, so there will be more trophies than ever.

These are plans are preliminary and subject to change.

Details: This will be a three day event, beginning Friday, August 4 and ending Sunday, August 6.

Day 1: a guided tour of the Air Force Museum followed by dinner at the Packard Automobile Museum,
 Day 2: a show within a show at the Dayton British Car Day show. BCD judging will include five classes of Spitfires and GT6's. (1) Early Mk1, Mk2 and Mk3 Spitfires (1963 to 1970), (2) Mk4 chrome bumper Spitfires, (3) 1500 Chrome bumper Spitfires (73 to 78) and (4) late model rubber bumper Spitfires (79 and 80). All GT6's will be in a fifth class. A separate judging just for NASS members will immediately follow the BCD show. Anyone becoming a NASS member the day of the show will be eligible to participate in the NASS show within a show. After the show, we'll meet at the Ohio Wing Commander's home for dinner and camaraderie.

Day 3: Breakfast and morning drive to the Wright Brothers Airport. There, we will have a panoramic photo taken with the Wright-B-Flyer, a flying replica of the Wright-Brother's Model B Military Flyer airplane. A guided tour of the hanger will be provided as well as an opportunity to take a once in a lifetime orientation flight in the Wright-B-Flyer. Following our time at the Wright Brothers Airport, those who are able to stay in town a few more hours can participate in lunch and a tech session at Mike Ross' house.

Be sure to mark your calendars, and if at all possible, don't miss this one! We hope to see members from far and wide.

Contacts: Mike Ross (mikeross@prodigy.net), Don Slicker (dlslick1210@yahoo.com) or Joe Lynch (jlynch1@columbus.rr.com)

More information can be seen at:

<http://www.geocities.com/spitfiregt6/CST06/CST06flyer.htm>

From: fred thomas [mailto:frede.thomas2@verizon.net]

Sent: Thursday, November 17, 2005 4:59 PM

Subject: Fw: It's a Shame

As some of you may be aware I have been a little under the weather for the past 7 weeks and something very alarming has happened to me during this "time-out", I now have no grease/dirt/grime under my fingernails and this is a nasty shame, no one deserves such cruel and unusual punishment, it is my duty and my privilege to have dirty hands/nails at least for 50% of the day, no LBC owner should have to be subjected to this humiliation, it's not fair. Thanks. "FT"

From: Jacqueline or Murry [mailto:trsixer@yahoo.com]
Sent: Tuesday, November 15, 2005 10:15 AM
Subject: 6-Pack TRials 2006

All,

FYI, according to the 6-Pack Web Site, TRials 2006 date and location is:

6PACK TRIALS 2006

September 28 – October 1
Cuyahoga Falls, Ohio

Host Hotel

Sheraton Suites, 6PACK Trials 2006, \$89/night double occupancy, suite with king bed or suite with two queen beds.

1-800-325-3535

The Floyd's and North Coast Triumphs are the hosts.

Murry

From: Jim Washburn jimbo165@earthlink.net
Sent: Thursday, November 10, 2005 4:41 PM
Subject: TRials reservations and thoughts

Hi Guys,
TRials are Sept 28 to Oct 01, 06. Considering the location (like Granville), we figured that the attendance will be pretty good and that it would be good idea to make reservations now at the Sheraton Suites Cuyahoga Falls/Akron. So we did (three nights). They hold the room on a credit card without charging your account. Phone 1-800-325-3535. \$89 per night for a two room suite, two color tvs, wet bar, microwave, etc. I think it would be a good idea to alert the other members who might want to attend to not put this off, esp since it's no money out of pocket. Also, like the trip to NC when we went a day early to tour Biltmore, why not a day early to tour the NFL Hall of Fame just down the road in Canton? Margo's been bugging me to see that for years, and I'm sure the other wives feel the same way :);) Get back to me and let me know what you think. Go Lucas!! Jim

PS A good spring drive (May?) would be the back roads to Kidron. There is a route marked "Scenic" on the map.

SEMA Show Las Vegas 2005

Bill Blake, Events

Las Vegas once again held the largest combined auto parts show known to modern man during the first week of November. This combined show includes SEMA, (Special Equipment Market Assoc. aka speed stuff), and APPEX, which is the traditional auto parts segment. Other groups showing included the Tire Expo people and Truck Accessories, not forgetting import parts and every other imaginable parts and accessory suppliers from all over the planet. Even Wales, UK had a large booth touting their automotive parts and pro rally achievements. <www.waf-portal.com>. My company, <www.theKayesCo.com> has been a SEMA member since just after dirt racing was developed. This show was huge! The show cars on display were amazing and state of the art:



This Chip Foose <<http://www.chipfoose.com/>> produced car is new from the ground up and cost a reported 2.2 million dollars US.



Also spectacular was the complete reproduction of a 1948 Tucker Torpedo with a Cadillac Northstar engine in the boot.



One company displayed an English double-decker bus. City buses on the LV strip now are all two level units now, back to the future!

Or how about this high end British car?



The monorail system is done and worked great! You can get 10 rides for \$20.



Can you believe a car body made from copper?

Just a few more show vehicles:



Events 2005 - Bill Blake

Date	Description
12/11	SCCA Runoffs replay at the Miles residence Call Bruce or Kim at 740-587-4179

MARK YOUR CALENDARS

BUCKEYE TRIUMPHS HOLIDAY PARTY

SATURDAY, JANUARY 21, 2006

We have made arrangements and are going to have our **Sixth Annual Holiday Party** at Buckeye Hall of Fame Café, 1421 Olentangy River Rd., Columbus, Ohio.

Start planning, this will be Buckeye Triumphs seventh year in existence. Set the Saturday evening aside and come and celebrate the Holidays and the New Year with your TRIUMPH friends. Further details will be listed in future Newsletters.



Officers and the Fine Print

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

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

General email: buckeyetriumphs@BuckeyeTriumphs.org

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

Our current crop of Buckeye Triumphs Officers include:

President: Buck Henry 614-733-0563 mhenry1453@aol.com	Vice President: Joe Lynch 614-444-1519 jlynch1@columbus.rr.com
Treasurer: Jim VanOrder (740) 967-2110 jvanorde@columbus.rr.com	Events: Bill Blake (614) 403-1074 billblake@thekayesco.com
Newsletter Editor and Webmaster: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org	Secretary: Margo Washburn 614-882-5219 jimbo165@earthlink.net

Technical Consultants:
 TR2's & 3's: John Hartley 740-753-1066 email: jhartley@frognet.net or John Huddy 614-846-2321 email: jhuddy@columbus.rr.com
 TR-4's: John Thomas 614-855-4175 or Bruce Clough 937-376-9946 clough@erinet.com
 TR250, TR-6: Robert Mains 614-890-7767 rmains1@columbus.rr.com or Jim VanOrder 740-967-2110 jvanorde@columbus.rr.com
 Spitfires and GT6: Doug Braden 614-878-6373 braden.13@osu.edu ,
 TR-7 & 8's: Ron Fowler 614-397-3685 tr8@att.net
 Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member

would have produced enough sound energy to heat one cup of coffee.

(Hardly seems worth it.)

If you farted consistently for 6 years and 9 months, enough gas is produced to create the energy of an atomic bomb.

(Now that's more like it!)

The human heart creates enough pressure when it pumps out to the body to squirt blood 30 feet.

(O.M.G.!)

A pig's orgasm lasts 30 minutes.

(In my next life, I want to be a pig.)

A cockroach will live nine days without its head before it starves to death. (Creepy.)

(I'm still not over the pig.)

Banging your head against a wall uses 150 calories an hour.

(Do not try this at home. Maybe at work.)

The male praying mantis cannot copulate while its head is attached to its body. The female initiates sex by ripping the male's head off.

("Honey, I'm home. What the....?!")

The flea can jump 350 times its body length. It's like a human jumping the length of a football field. (30 minutes... lucky pig. Can you imagine??)

The catfish has over 27,000 taste buds.

(What could be so tasty on the bottom of a pond?)

Some lions mate over 50 times a day.

(I still want to be a pig in my next life...quality over quantity)

Butterflies taste with their feet.

(Something I always wanted to know.)

The strongest muscle in the body is the tongue.

(Hmmmmm.....)

Right-handed people live, on average, nine years longer than left-handed people.

(If you're ambidextrous, do you split the difference?)

Elephants are the only animals that cannot jump.

(OK, so that would be a good thing.....?)

A cat's urine glows under a black light.

(I wonder who was paid to figure that out?)

An ostrich's eye is bigger than its brain.

(I know some people like that.)

Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00

BTC Logo - front

Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00

BTC Logo - front

Large Wreath Logo – back

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

Patch Embroidered Logo \$12.00

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

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

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

Comedy Clips

From: Margy Brockman [mailto:fldy4evr@atlantic.net]

Subject: did you know?...

Did You Know...

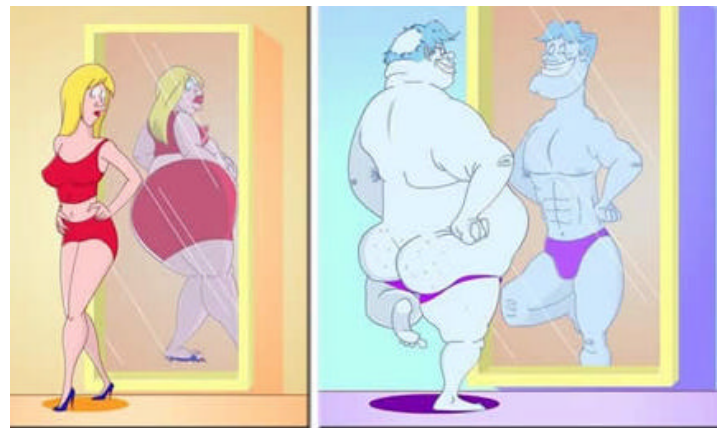
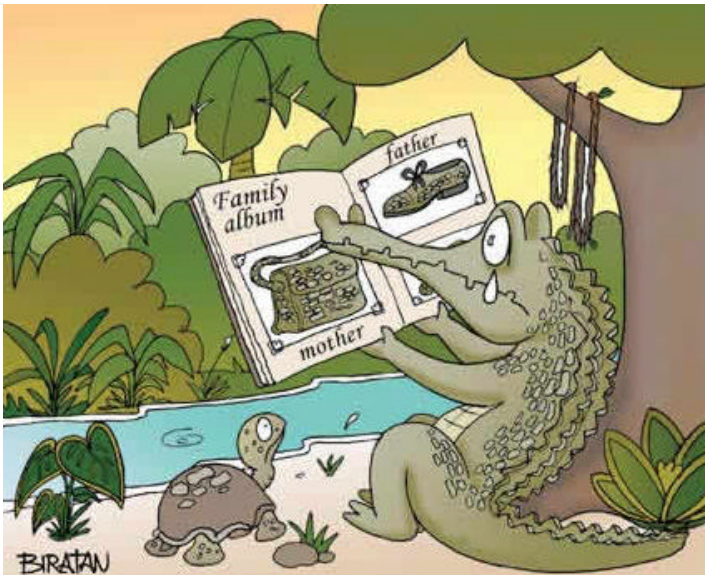
If you yelled for 8 years, 7 months and 6 days you

Starfish have no brains.
 (I know some people like that too.)
 Polar bears are left-handed.
 (If they switch, they'll live a lot longer.)
 Humans and dolphins are the only species that have sex for pleasure.
 (What about that pig??)
 Now that you've smiled at least once, it's your turn to spread the stupidity and send this to someone you want to bring a smile to (maybe even a chuckle)...in other words send it to everyone.

From: SHughes [mailto:shughes@wideopenwest.com]
Sent: Thursday, December 01, 2005 5:26 PM
Subject: Clean jokes for the slightly twisted minds.....very funny



"Laziest dog I've ever had...."



The Difference Between Women & Men



From: Nelson Riedel [mailto:nriedel@adelphia.net]
Sent: Thursday, December 01, 2005 6:39 AM
Subject: Women in leather

**Why do men's hearts beat
 quicker,
 go weak in the knees,
 get dry throats
 and think irrationally
 when a woman wears
 leather clothing?**

**
 *
 *
 *
 *

**BECAUSE SHE
 SMELLS**

LIKE A NEW TRUCK

!!!

Classifieds

From: Jeff Jones jjones@powercorpsigns.com
Sent: Sunday, October 30, 2005 1:46 PM
Subject: 66 TR-4 A IRS For Sale

I used to be a member of your club and looked forward to restoring my car and come driving with you, but unfortunately that hasn't happened. I have a 1966 TR-4 A for sale and I'm located in Newark, OH. I bought this car about five or six years ago from an estate in Dayton, OH. The car had been stored for nearly eighteen years in a warehouse. There is virtually no rust on the body or undercarriage and the only place I could find rust was on the trunk floor. The rust appeared to be surface only. I

have new tires mounted on to new stainless steel wire rims with new stainless knock offs. I have the original painted wire rims, too. I purchased a new top, tonneau cover, new trunk panels with floor cover, new leather seat covers and interior kit. The interior kit has no carpet package. It may have been lost when I stored the car in a body shop. There was a second engine with the deal and it is attached to a gear box/transmission. This was a dream project for me to look forward to, but I have had the car for this long and don't ever seem to find the time to get to work on it. I would like someone who is passionate about this car to have fun restoring it and driving it. I will look for another car some other time. Please call me with any questions and let everyone know in your club about it's availability. The car will need new paint. The original owner took a lot off the car to apparently save on weight. I still have all parts, such as, blinker lights, metal trim pieces etc. I believe he was going to race the car. It has a very nice roll bar installed that I removed in order to remove the old interior kit. Call me at 740-344-6632 for details or you can e-mail me at jjones@powercorpsigns.com Thank You! Jeff Jones

A couple of items from Doug Braden:

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

2 rebuildable TR6 engines - \$250 each - Triumph chrome bumper clearance sale. Spitfire 1500 fronts and rears \$75.00 each; TR4-TR250 fronts and rears \$75.00 each; TR6 '69-'72 fronts and three piece rears \$125.00 each. All of these are good replatable cores, some are dented, some are pretty decent, none are rusted out. Come out to the barn and pick for yourself.

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

Many common parts in stock.

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

From: Trjagguy@aol.com
Sent: Monday, October 10, 2005 1:18 PM
Subject: 1975 Triumph

A guy in our area (who helped build our house) has this 1975 TR6. He is the original and only owner. It has 8870 miles and is 100% original.



I don't know what this color was called. The car has been stored and not even started for approximately ten years, but was running fine before that. Appears in excellent shape from pictures, but I haven't seen the actual car. The owner indicates he will consider offers over \$15,000. The best way to follow up is to contact me by e-mail or phone 419-462-2346 and I'll have the owner call to discuss details.

LaMar - here are some pictures:



From: Trjagguy@aol.com [mailto:Trjagguy@aol.com]
Sent: Monday, October 10, 2005 1:14 PM
Subject: 1976 TR6

We have decided to sell the TR6.....reluctantly. We are spending a lot of money for multiple storage facilities and are trying to generally simplify our lives and reduce unneeded items. I am only going to advertise it to the club this fall. Here are the facts:

1976 TR6. Built in the last month of production. 72,000 miles. Russet Brown. Overdrive. New interior. Small tear in the top occurred this summer. Electronic ignition. Very reliable. \$11,900. 419-462-2346 or trjagguy@aol.com or llwyse@aol.com



And From Rod Yost:

I would like to offer my old '59 TR3A tub for sale. It's sitting in two pieces. No floorboard or sills. Bulkhead is in good shape. It has not been wrecked. I have a title. Hopefully some one would pay something for my storage. I'm open for suggestions.

Rod 740-366-6746 or rod.yost@advest.com



Buckeye Triumphs
9023 Concord Rd.
Johnstown, Ohio 43031

