



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!

The Shape of Things Still Around! Glory Still Exists....

Note – I recently sat down with Sam Halkias to discuss his win in the 2009 SCCA Runoffs in Elkart Lakes Wisconsin – these are the excerpts of our discussion.



First, I know I've already done this but I would like to offer up my congratulations again for your victory. It was a long drive, a long drive up there, but there were a lot

of people there, I was surprised, I was very surprised. Not as many people as Mid Ohio, but probably 10 times the people that went to Topeka in 3 years.

Did they run Topeka for 3 years? Yes, but I only went to 2, I sort of protested the 3rd year. I did the NASA race last year

Just to lay some groundwork, how did the 2009 season go? It went great, just fantastic, the car got 4 wins, a second and a third, the only reason for the second was that Schmidt got past me at the start at Mid-Ohio, I let him go, I knew I was faster than John, then he blows up in front of me, goes into a spin and he just taps me as I went by, result was he knocked the rear toe out, I came back out and I was still faster than the lead Mazda, but I went into turn 1 after the restart, found some oil and spun – then I couldn't catch the guy.

Preparation good? Car been running good? How did the practice sessions go? You know it took me awhile to get used to that track, I'd have to say I need to go back there during the year next year to get more time and data on that track.

Have you spent much time on that track ever? Oh yeah, but I haven't been there in 6 years, 7 years actually 2002 the last time since I was there, I've been going there since '82 or there about, so it wasn't like I hadn't been there before, the track, it hasn't changed a lot, but the cars have changed alot, the tires have changed alot and they've added some extra pavement in some corners. It's not a hard track to drive, I call it pretty much a point and squirt type track, only a couple of corner's the are really "rhythm" – not like Mid Ohio where you've got from the straight away to the back straight is all rhythm. There it's just straightaway, stop turn, straight away, stop turn, loooooong straightaway, stop turn, up the hill, stop, turn – it just does take awhile to get used to, but the problem with going fast there is there a couple of corners that are like, God, do I want to die here? your going really fast, in the "kink" off the back straight back there, and turn 1, those 2 corners are about 2-3 seconds per lap when you hit it right, and I just wasn't doing it right, I mean, the "kink" I never did right all weekend, I used this "racekeeper" device, they put a camera in my car and it worked for 1 day, but in 1 day I learned an awful lot, I'll be buying that sucker this Winter believe me. It's a GPS, it will map the track, It will do lateral, braking, lateral force and let you know where you are at, the key part was that I can look at the MPH, realize I'm in the wrong gear, or I've got more gear left or should change gear, so I'll go back up probably in July next year for the race they have called the Cat National. I'll have that data system by then and just make sure my gearing is right. You think about that "kink", you stick your foot in and go through it – I know I could do it – it's just, I just didn't have the balls to do it basically, I didn't want to get down to it. I was basically 3 seconds off of the poll time, and it's all in the "kink" and turn 1. Every place else I was just fine. I learned the track, I found out that I was taking the bridge turn at the

top of the hill in the wrong gear, I should have been in first, driving in 2nd gear and I may change my transmission next year to have a better gear.



When did you decide to go to full rain tires? I didn't want to do it, we laid out all the tires, sitting down there watching the weather, Schmidt got into his car, he had ½ of his rains on, we're sitting there, the "drys" are on the, I've got full rain tires and I've got some intermediate rain tires, we laid them out, what do we want to do, Gary says, I'll get Matt, we'll take them up to the pit in case it rains, and I was like: Ok, we can do that, so Gary gets the 4 wheeler, the tires, the jacks, the tools, load all that stuff on the 4 wheeler, go on up with the car with dry tires on it to the grid, I mean, you set there, you've gotta be there on time or your screwed, so I sit in the grid, D Sport is racing right before us, and some of the DSR cars pit to change to rains, but we only see sprinkles in the paddock. The sky is dark, and Jim's got my laptop, and he's got the radar up, a big green blob had gone by an hour before the race, and nothing had happened, cause we're not really sure where we are on the radar, we're looking at the big green blob, and we're like, wow, it must have just missed us, so we're looking at another green blob, and we're like, it that going to miss us too? Because the sun actually came out for awhile, so we're up on the grid, and it's getting a little darker, darker, darker – Jim's on his cell phone talking to his buddy back in Port Clinton (a weather guy, basically) and Jim said: "Sammy, it's gonna rain" – they gave the 5 minute warning, I mean, I wasn't even in the car yet, so right at the 5 minute warning, they're throwing tires over the fence, we're on the false grid, not even in the pit lane, laying the tires out, Matt, Gary, and another Matt went at the tires, they we're ready, they had all of the wrenches, lug nuts all laid out, 2 impact wrenches, so they are jacking the car up, get the drys off, get the rain tires on, you know, I felt the one side of the car go up, I'm trying to strap up, I'm feeling the car go up one side, then the other, I'm sitting there and drip drip drip, it's coming down, I got concerned, I had my shoulder harness, having trouble getting into the camlock. So the rains were

on, I saw some other jacks flying, John's on rain tires, he's behind me. We're moving out, I'm looking ahead, drip drip drip, we get on the front straight for the start, guys got wipers on that have them, raining a little more, first turn, a little slippery, second lap – little more rain, by the third lap it was pouring. First couple of laps were difficult, just took it easy, wait and see if it rains, cause if it wasn't going to rain, I was going to pull off. It's the chance we took, but to be honest with you, I just wanted to race, I wanted to go out there and go fast with the right tire, cause if you have the drys on when its wet or the wets on when it's dry, your screwed, and it's like, you've been there all week long just to do **that?** But the Rain tire decision I credit all to Gary Martz and Jim Stouffrer, and without Mathew Miller and Matt Carson to help change the tires on the grid, this win would not have happened..

The announcers at the beginning of the race were like: "they are all on dry tires", but you think quite a few were actually on wets? Yep. Probably 10 to 15 cars had wets or intermediates on.

You we're in 10th place at the beginning, did you find it fairly easy to move up through the pack at first? I just laid back and watched, tried to stay out of the mess, I know that the first 3 guys were on slicks, I was watching, I could see that Jesse and a few other guys, and I knew that the Mazda had rains on and I wasn't sure if any of the other Mazda's had rains on, I figured 3 or 4 guys had rains in the top 6 cars, so I figured, well, let's just see what they do. Because you couldn't tell - if you get up there, and find out too late, they could spin and take you out, and, I was right! First corner, a spin, so you get there and you have plenty of time to get around, going down the hill I just wanted to make sure that I got to the inside, cause I did not want some gut to come down and hit me from the inside, I just took my time and I watched them and one by one I started picking them off – I was like, hey, I'm catching them, and about the start of the third lap, I'm like, I got these guys. When the rain came down hard, I'm like, hey, I'm pulling them in.

I found it humorous listening to the announcers, because you kind of snuck up on them. They were talking about 1 – 2 – 1 – 2 and it was obvious that the guy in the lead was having issues. He had what's called "Intermediates" on, what those are are real soft tires that are cut, not they're good, but what they are not good for is the cornering grip that a rain tire does. Straight Line, not a problem at all. The blue RX-3 had full wets on.

But the announcers were like "Who is that?" – and it was fun because I knew who it was. It's tough the way they do those races, they used to have announcers around the track, but the Speedcast guys were up in the tower and they were watching whatever they had on the TV – what you saw is what they saw.

So Visibility was: Poor

On your Visor, do you have it covered with Rainx? I have a rain helmet, I have a dry helmet and a rain helmet, I

do that for 2 reasons, 1: I don't like changing visor's a lot, because I'm pretty fussy about what's on them, plus if it rains, the rain helmet is all ready to go – every weekend I go to the race track, I'll re-rain-x it, I put a couple of clear shields on it for protection then you can tear them off – I forgot to this race – until towards the end – if you watch towards the very end, after the wreck was in the back “kink” and they showed me again, watch my right hand as I pulled the shield off and – Oh – I can see fine! What Happens is when you have the clear shield on, it's rain'd and moisture gets between it and the visor and it was causing trouble and finally I was like: You dumbass, you've got the clear on – I used to keep the clear on till the race starts, just in case mud gets on it, then I just rip it off, and I wear one in the dry helmet all the time just because you might get oil on it. Yea – when I took that one off I was like: “I can see!” – cause it was hard to see, especially the first 5-6 laps – coming down that front straight – going into the “kink” - I mean literally I was: “I think I see the guy” and I would stay back just a little bit, I figured, I'm going to catch him, no sense hitting him – you know, catch them when you can see them, but if you catch them when you can't see them you do something stupid. While I was out there I was calm and calculating – no hurry – take my time – don't do anything stupid! You can even see me lay back sometimes – making sure I can make my run and get my braking done and get on the gas again.

Editor's note: here we are at the climax of the race, and my recorder ran out of tape! Arrghh

I just had a couple of more questions, one was had he ever come close to winning before? Yes in 96, the year after my Dad died, I had the outside pole and I took the lead right at the start and was pulling away 1-2 seconds per lap. On lap 5 I broke a rocker shaft – day over. In 1997 I went from 8th on the start and was second by lap four, and pulling in the leader. On lap 10 I let Boig's Miata by thinking he could catch Pratt Cole's Miata. But instead we stayed that way until the end, so I finished third. In 2005 we had the demolition derby. I stayed clear and on the start of the last lap I was third. I passed the second place car in the front straight and then passed my Buddy John Schmitt in the back straight. John pinched me down at the end of the straight and then the Caterham went around the outside in turn 7. I tried to get him back but John just tapped my left rear and I went into the grass, came back on but fell to third again, which is where I finished. Then this year it was my day. Everything went right. Friends showed up at the last minute to help with the tires. It rained just as the race started and stopped as it ended. My car ran great, I got tapped a couple of times in the first two laps but managed to save it and continue. When I saw the checkered flag I was still looking for the “one lap” to go signal. But due to the incident in the kink they decided a full course yellow was going to end it anyway with only 2 laps left so they just threw the checkered.



My thanks to Sam for this interview, Ed.

Editor's Corner

Well – quite a bit to talk about for this month's issue.

Let's see, TRials 2009, Sam Halkias winning the SCCA E Production national championships, our annual chicken fry at the Gillman's, Bologna sandwiches in Waldo, OH **AND** yours truly winning the VTR national newsletter award for 2008 (Our third time)

I had arrived home from TRials, was on my way to teach a class in Cincinnati when I got a call from Jim VanOrder telling me that Sam had just won the runoffs – I was so excited for him, I wish I could have been there! Congratulations to Sam on a well deserved victory.

TRials 2009 was a long drive.

Apparently I should never comment on another club member's car, because early in the trip, I commented that Murry and Jacqueline's TR6 was “bulletproof” – well that was the kiss of death, because about 30 miles from the Atlantic Ocean, they lost 1st and 2nd gear, limping in on 3rd and 4th. Be sure to see Murry's article as to what happened next. After you see some of the photos, we will have a name that “butt-crack” competition at the Holiday Party.

New Jersey was very nice, the hotel and venue was nice, it just took *forever* to get to the Hotel once you were on the island. For the most part the weather cooperated, but it was a wet ride home.

2010 TRials will be held in Oxford, Ohio on September 9th thru 11th. Depart on the 12th. The hotel is just outside of Oxford home of Miami University. The host hotel is Hueston Woods Resort & Conference Center <http://www.huestonwoodsresort.com> Room rates are \$109 each night. I think the Cincinnati folks will put on quite an event – I know I'm looking forward to it. Be sure to mark your calendars.

What wine do you drink with Bologna? We had a fun drive to Delaware to do a wine tasting and then to the G&R Tavern to watch the rest of the Wisconsin game and enjoy a fried bologna sandwich. G&R apparently has their own

secret bologna recipe that is made for them somewhere in Columbus. (very hush hush)

Here are some pics from the drive:



Well – I want to get this out before tonight’s meeting – I hope to see you there.

Bruce



Bruce Miles bmiles@intinfo.com or bmiles@buckeyetriumphs.org

President’s Corner

First off I would like to congratulate SCCA champion and Buckeye Triumph member Sam Halkias after winning E production at the SCCA runoffs. I watched the race tape on Speedcast TV and it was a great driving effort in less than ideal conditions to say the least. Seeing a Triumph kick the butts of all those late model cars was great.

I am pleased that the 2009 driving season finished with a flurry of events after a somewhat slow summer. Our covered bridge tour weather was pretty soggy but we had a good turnout and a wonderful drive and got some great photos to boot.

The first ever Wine n Dine drive to Waldo could not have been better. We had a very big turnout and other members joined us at stops along the way. If you want to see videos to both events check them out at <http://www.youtube.com/user/BuckeyeTriumphs> .

John Schilling put together a Yellow Springs drive that looked pretty nice but Mother Nature was not so kind and it was a rather cool weather day. But John’s Yellow Springs drive will return next year and I bet the weather will be nicer too.

Kim and I were not able to attend 6-Pack TRials this year but we have heard everything from the many members who attended both good and bad. Murry Mercier had quite the adventure when his transmission gave out in New Jersey. Everyone pitched in and he swapped a four speed in place of his overdrive so he could return to Ohio.

You may have heard that 6-Pack TRials 2010 is in Ohio so I expect a huge Buckeye Triumphs turnout. You do not have to have a TR to attend, Kim and I will be there in the

GT6, so show up in your Spitfire, TVR, or whatever you have. I know John Huddy is working hard on the TRA event for 2010 also, so if you would like to help out get in touch with John.

If you have any pictures or videos from this year that you would like to submit for the year in review video please send them to me so I can include them on the DVD, send then to john70350@msn.com .

I'll see everyone at City BBQ on November 2nd.
Gotta Motor.....John

BT Meeting Minutes

October 5, 2009 Business Meeting Minutes

Present: Tom Bischsel, Bill Blake, Kathy Blake, Margaret Brinkman, Kevin Eschhofen, Ann Gillman, Greg Gillman, Charlie Graham, Terry Graham, Carol Halkias, Sam Halkias, Becky Hartley, John Hartley, Buck Henry, Emily Henry, Mary Henry, Sean Henry, Charma Huddy, John Huddy, Howard Jefferson, Taylor Jefferson, John Johnson, Kim Johnson, Gary Kimberling, Joe Lynch, Doug Mansfield, Eri Mansfield, Jacqueline Mercier, Murry Mercier, Bill Reinheimer, Jennifer Reinheimer, John Schilling, Peggy Schilling, Leonie Swartz, Tim Swartz, John VanNorman, Michelle VanNorman, Gayle Vanorder, Jim Vanorder, Jeff Washburn, Jim Washburn, Margo Washburn, Lisa West, and Steve West.

Guests: Eric Finn, Mike Willits

1. **Call to Order.** President John Johnson called the October 5, 2009 meeting of Buckeye Triumphs to order at 7:35 p.m. at Greg and Ann Gillman's home. Thanks to the Gillman's for once again hosting the meeting and providing the great food.
2. **New Member.** John Johnson welcomed new member Eric Finn, owner of a TR6.
3. **Old Business:**
 - **2009 6-Pack TRials.** The members who attended this year's 6-Pack TRials in Long Beach Island, New Jersey had a great time, despite transmission problems that Murry Mercier experienced. The 2010 TRials will be held in Oxford, Ohio from September 9th through the 11th. The host hotel will be the Hueston Woods Resort & Conference Center.
 - **2010 TRA National Meet.** John Huddy and Murry Mercier have continued work on plans for the 2010 TRA National Meet. It will be held at the Hilton Garden Inns in Twinsburg Ohio. Bruce Miles will be planning drives for the event.
 - **Union County Covered Bridge Drive.** Despite the bad weather and only having two Triumphs (John Johnson's GT6 and John VanNorman's TR6), a great time was had by all who participated on the September 26th drive. Thanks to John and Kim Johnson for putting it together and a special thanks to

John for putting together the video, which can be seen on the club's YouTube page (see below).

4. New Business:

- **Recent Passings.** John Johnson noted the sad news of the recent passing of member Jack Irwin. Additionally, Chuck Davis' father recently passed away. Our prayers and thoughts go out to both families.
 - **YouTube Videos.** John Johnson has been hard at work putting together new videos for the club. You can see all of them on YouTube by going to this address: <http://www.youtube.com/user/BuckeyeTriumphs>.
 - **2009 SCCA EP Champion.** Congratulations to Sam Halkias on bringing home the 2009 SCCA EP National Championship in a wet race at Elkhart Lake Wisconsin on September 27th! You can read about it <http://www.scca.com/newsarticle.aspx?hub=1&news=3786> and watch a video of the race at www.speedcasttv.com.
 - **Club Regalia.** John Schilling has Buckeye Triumph sweatshirts and other items available.
 - **Upcoming Drives.** John Johnson is planning a late afternoon/evening drive for October 10th that will include a wine tasting at the Shamrock Vinery, followed by dinner at the G & R Tavern in Waldo, Ohio. Additionally, John Schilling is planning an October 17th drive to Yellow Springs that will take in the town and surrounding points of interest, including the Frank Lloyd Wright designed **Westcott House in Springfield**. Contact them for more information.
 - **Annual Holiday Party.** The annual Holiday Party will be held on January 16th this year. The Buckeye Club was originally being considered a, but due to concerns that it may soon close, John Johnson asked club members to think of other potential locations. A final location will be set at the November meeting.
 - **November Meeting.** Howard Jefferson will host the November meeting at City Barbeque in Reynoldsburg.
5. **Adjournment.** The meeting adjourned at 8:15 p. m.
Respectfully submitted, John VanNorman, Secretary.

Rust in Peace

From: John Johnson [mailto:john70350@msn.com]

Sent: Thursday, October 29, 2009 9:05 PM

Bruce,

Here is my blurb and a "gem" we spotted of 23 north of Delaware

John



From: John Johnson [mailto:john70350@msn.com]

Sent: Sunday, November 01, 2009 9:58 AM

To: Bruce Miles

Subject: Rust in Peace

Two more for ya.!

John



Transmission Replacement Tech Session – Long Beach Island, NJ

After 13 years and over 35,000 miles my trustworthy 1973 TR6 almost left me stranded 600 miles from home. The TR had carried us safely with no problems to the last 11 of 12 TRials. (We drove Jacqueline's Avalon to the Rockford Illinois TRials to accommodate her knee surgery limitations.)

We were clear of Philadelphia on the way to Trials 2009 (my 13th TRials) when at a toll booth first and second gears made very loud grinding noises. Third, fourth and the OD appeared to be OK so I continued to drive on to Long Island. The hardest part was starting in third gear at all those traffic lights... (Editor's Note there were a LOT of traffic lights – NOT timed for your driving pleasure...)

After arriving at the Engleside Inn, Richard Good diagnosed the problem as probably being a layshaft bearing failure. He advised that it would not be a good idea to drive the transmission on the return trip to Ohio.

In typical 'we can handle this problem' style John Huddy and Todd Bermudez, Chief Mechanics, said if we can locate a donor transmission we can make the exchange in the parking lot.

Jim Holweka put out the word Thursday evening. By Friday afternoon he had been contacted by Roy Smith who said he had two old units of unknown condition which we could use. He thought one had a bad reverse gear.

Bruce Miles had decided to drive his Audi A4 wagon instead of his TR250 (because he needed to return to Granville and then drive to Cincinnati on Sunday evening for a business seminar on Monday). He volunteered for the one-hour drive to Jackson New Jersey to check them out. Both units had bad reverse gears. After inspection, we picked the one with the least other gear damage.

Kevin Andrews allowed us to use the ramp on his trailer as a substitute for jack stands, and at about Noon on Saturday a team of 'assistants' descended on the six. At about 1 PM the tranny was out. In the meantime John had cleaned up the old tranny and Don Cumberland had fabricated a top cover gasket.

By about 3 PM the replacement tranny was in and ready for a seven-mile test drive and check out by John.

Another hour to install the interior and clean up the "debris" in time for the arrival of the Lincoln Limos for the beach wedding on the adjacent beach.

I missed the OD on the return trip to Ohio on Sunday but except for the no-reverse annoyance the trip went well arriving in Columbus at about 8 PM. John Hartley rode "shotgun" just in case problems arose.

From the photos you can see the many assistants and observers that helped make this effort a success. My heart-felt thanks to all who had a part in making this my most memorable TRials. Lest anyone doubt the resolve,

talent and camaraderie of the Six Pack group, this effort serves as a prime example of how they band together to bail out one of their members.

Murry Mercier

Buckeye TRIUMPHS



(A)THE SITE



(D)TEAM CAUCUS: DAVID MAGELLA, MICHAEL SIMON, BRUCE MILES, TODD BERMUDEZ AND JOHN HUDDY



(B)CREW CHIEF TODD BERMUDEZ ON STATION GIVING ORDERS



(E)SHE IS LOOSE, TAKE 'ER OUT



(C)THE TEAM AT WORK



(F)OUT WITH THE OLD



(G)MICHAEL SIMON, KEVIN ANDREWS, TODD BERMUDEZ AND DON CUMBERLAND MAKING GASKET



(I)J) CLEANED UP FOR WEDDING PARTY

Waldo Winery Driving Event

By Bill Blake/Events

Saturday October 10th saw a bit chilly but sunny day for a BT drive to our favorite Gulf gas station, the nearby Shamrock Winery and of course the G&R Tavern all near Waldo. Where in the world is Waldo? Check with Kim & John Johnson, they know! The friendly gas station attendant was some kid that looked like Murry and the gas still had lead in it! Fill 'er up Mr.



(H)TRANSMISSION INSTALLED



(F)CREW CHIEF JOHN HUDDY AND CO-PILOT DON CUMBERLAND LEAVE FOR TEST DRIVE



GT6 at the crossroads



Grapes at the vineyard.
The G&R was awesome for a Saturday night in Waldo.
Thanks to Kim and John for setting this drive up!

Notes from Members

Upgraded TR6 front brakes



Although there was a past article in the 6-Pack newsletter regarding upgrading TR6 front brakes, I am sharing my experiences, parts sources and approximate costs to convert to Toyota calipers.

A couple of years ago, I met a guy at a TRF Summer Party who had installed a Chevy V-8 engine in his TR6. I asked him what he had done to improve the brakes and he told me that he had installed Toyota four-piston calipers from a mid-eighties Toyota Land Cruiser.

Subsequently, I have found out that old Toyota pickup trucks used the same brakes. I found a set of calipers from a California junk yard that I found in the Yellow Pages. They cost me \$100.00 for the pair plus \$10.00 for shipping. Also, I paid another \$10.00 at Auto Zone for a rebuild kit.

The calipers bolt onto the TR6 vertical link, but the original mounting bolts are a tad to small and can come loose. (I had one back out which made for weird noises and exciting braking.) TRF has the correct bolts which have 7/16" SAE threads and a 12 millimeter collar. They cost \$8.00 each and you need four to secure the calipers.

The biggest issue concerns the brake lines. The Stock brake lines are SAE at both ends. Obviously, The Toyota calipers are metric, so you need lines that are SAE on one end and metric on the other. Ted Schumacher, of TS Automotive, can supply a pair of front steel braided lines with the correct length and connections for \$49.95. Or, he can supply all four brake lines for \$79.95. (Also, he can supply a steel braided replacement oil pressure line for \$32.95.) If you want to make it easy on yourself, Ted can supply an entire brake conversion kit for \$275.00, which includes all four brake lines. (The TS Automotive phone number is (800) 543-6648. Currently, Ted has calipers in stock, but availability may not be immediate depending upon the stock of rebuilt

units.)

Another minor problem is that the dust covers will need to be trimmed because the Toyota calipers are longer than the stock TR6 ones.

While I was changing my calipers, I decided to install cross-drilled rotors. I bought a new set of Brembo rotors on E-Bay for \$100.00 plus \$10.00 for shipping. The holes were drilled all the way through the rotor plates which seemed like a good idea for cooling. Unfortunately, they made weird noises all the time which got louder when the brakes were applied. I lived with the noise for about a year, then gave up and bought "dimpled" rotors from TRF for \$120.00. They make a little noise, but are much better than the Brembos.

Just for giggles, I painted the calipers with a red two-part epoxy coating that I bought from Eastwood. As I recall, this special paint cost \$20.00. The attached photos show the result. (I just got a new Eastwood catalog and they have a new "nano-ceramic" coating that is advertised as very durable and resists heat to 650 degrees. It costs \$39.99.)

I have noticed an improvement in braking although it isn't as dramatic as I had hoped. While attending the latest 6-Pack Trials in Long Beach, New Jersey, I attended a seminar lead by Richard Good, of Good Parts.

Richard talked a little bit about the Toyota brake conversion. He said that it works better if the rear brake cylinders are changed to 7/8".

With larger cylinders, the rear brakes are able to do more work.

(Apparently, the pressure differential Valve assembly doesn't have to be modified or changed.)

I hope that this is of interest to, at least, some of you. If you have any questions, let me know.

John Huddy

From: billblake [mailto:billblake@thekayesco.com]
Sent: Wednesday, October 28, 2009 10:08 AM
To: Bruce Miles
Subject: What?????

And this health warning just in!

Driving Convertibles Is Bad for Hearing

Cruising down the highway with the top of your convertible down may feel great, but it can also permanently damage your hearing. A new study recorded noise levels in convertibles being driven at 50 to 70 mph on a par with construction sites and nearing the volume of an ear-pounding pneumatic drill. Wind noise, driving speed, road surface and traffic congestion all contributed to the ear-splitting volume. Consistent readings were recorded in the 88 to 99 decibel range with the noise level rising as speed increased. Repeated exposure to sounds over 85 decibels are widely recognized to raise the risk of permanent hearing loss.

Surgeon Philip Michael, an ear, nose and throat specialist who was in charge of the research said, "These noise levels, over a period of time and given repeated exposure,

have the potential to cause hearing loss," he told the Daily Mail.

"The more you do, the more chance you have of developing permanent problems. It's a cumulative risk."

"Noise-induced hearing loss is frequently preventable," said Dr. Mark Downs of the Royal National Institute for Deaf People. "Regular exposure to noise levels of 88-90 decibels when driving a convertible for several hours a day can lead to permanent hearing loss over time."

Most noise-induced hearing loss comes slowly without overt signs, but one clue that your driving habits may be harming your hearing is a buzzing noise in your ears after driving.

"The likelihood is that, for short trips, you're really not going to do much," Dr. Michael told CNN. "But if you're spending the whole summer driving around with your top down on a highway, then doing it on a regular basis increases your chances."

Experts suggest wearing ear protection, such as earplugs, or partly rolling up the windows while still leaving the top down.

Officials at Buckeye Triumphs refuted this warning by saying in a combined unified voice "**WHAT?**"



From: John VanNorman [mailto:jsvannorman@gmail.com]
Sent: Thursday, October 22, 2009 9:58 AM
Subject: My dad's original TR6

I thought you guys might like to hear about the phone call I just received from my mom. My folks live in Mt. Sterling Kentucky, about 30 minutes east of Lexington.

They participate in their town's multi-congregational Christmas choir. During choir practice this week, this young lady in the choir turns around and introduces herself to my mom. Lo and behold, she is the daughter of our neighbors in the home I grew up in in Ashland Kentucky and she used to babysit me when I was young. She and

her husband recently moved to Mt. Sterling and live fairly close to my folks.

But here is the kicker - these are also the neighbors my dad sold his original TR6 to when I was 6 years old and she said that her parents still have my dad's original TR6! It is a bit worse for the wear after all these years, but apparently it is still there. My mom is going to tell her that if her parents ever consider selling it, to let us know. At a minimum, we might try to see if we can swing by Ashland and get some pictures of us with the old car.

John

From: Jacqueline or Murry [mailto:trsixer@yahoo.com]
Sent: Monday, October 12, 2009 9:13 AM
Subject: 2010 Triumph Register of America National Meet
BT Faithful,

Now is the time to think about helping with the 2010 Triumph Register of America National Meet, which will be held June 16th through the 20th. Jacqueline Mercier has already offered to work with the hotel staff to plan the food needed for the Welcome Picnic, Awards Banquet and hospitality room. Bruce Miles has volunteered to put together some road trips. We will need help with the following tasks:

- Workshops
- Parts Auction
- Car Show/Auto Jumble/Funkhana
- Possible Nelson Ledges Raceway Hotlaps
- Raffle items/Sponsor letters
- Ladies activities
- Possible Rallye

Please contact John Huddy at (614) 846-2321 or jhuddy@columbus.rr.com, if you are interested in lending a hand.

Note: I will be out-of-town between October 17th through 24th, but I will want to have a planning meeting soon after I return.

Thanks,

John

From: John Schilling
[mailto:jschilling@DesignGroup.US.com]
Sent: Saturday, October 31, 2009 12:09 PM
Subject: BT Newsletter

Bruce,

One item for the next newsletter - Please update the 'regalia' section to reflect my name and contact info since I am filling in for Bob Mains:

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

Please include a note that I have complete list of current inventory, so if someone wants a particular item I can advise immediately. Also, we have dropped the price on golf shirts from \$35 to \$30.

Thanks,

John C. Schilling, AIA, CCS, LEED AP
Principal / Project Manager
DIRECT 614 255.2261 | FAX 614 255.1515 | MOBILE 614 353.9443
jschilling@designgroup.us.com

DesignGroup Columbus | Covington
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Celebrating 37 Years of Sustainable Design

The Late TR Guy

Nov '09 - by Bruce Clough

More Parts!!

I found another TR7



Another TR7

Craigslist, Hamilton, OH. Ran and **drove**. \$250. Gray dash, Delco ignition, gas cap, all tools, radio even worked - no brainer – buy it.

Now don't get your hopes up. The bottom is rotted out and cats used it for a home. Smells wonderful. This is why you have to be careful about pictures on the 'Net. For instance, look at this picture_



The wonderful interior – don't this look nice?

Looks pretty good, eh? Well, the seats are either smelly, trashed, or smelly trashed. Carpet is mold (I did find a XL Faded Glory shirt that washed right up, and a pair of shorts to donate to Goodwill!) Kneepads are shot as well as the door panels....hey, what's that silver thing on the upper right side of the instrument panel? Well, that's Engineering Mod 1 (EM1) – the ignition and starter switch.



Racing Switches – Batman is envious!

Evidently the dreaded prior owner (DPO) wanted this to operate like a TR3. (Remember my article about Wedge ignition switches last month? How they go bad and you can fix them if you are careful. This person was not careful - the remains of the original switch were on the floor!)

Engine – yes, it has one!



The engine – all there, even the A/C and the emission control stuff!

The A/C system is even still there! Does the A/C work – C'mon, have you been smokin' dope?

Trunk was full of stuff as usual, most of it smelly, as usual.



Pile of Smelly Bliss in the trunk

Okay, so what is the plan?

The Plan

Glad you asked.

Okay, here is the plan. Part out what I need, ebay some of the rest, give away part of the rest. Goal is to have the parts off the car I want in 4 days (Alice wants her garage space!)

Process is to start at the back of the car and work forward – this gives us the trunk space to stuff things we don't want. The trunk (including taking out the lights, wiring harness, rubber plugs and spare-tire hold-down- even that – the last bit of "Who's Roast Beast") was cleaned out in an hour



Cleaned-out trunk – isn't that nice it had a rusted bottom to allow trash to exit the car?

Next, we started to work forward. For better access the passenger side already had a ripped out side window. Not so lucky on the driver's side – I had to cut it myself!



Remember, if you use a sharp knife you can cut holes in old tops without jagged edges!

I did this to get at the black plastic hood bow covers (cover the joints when stowed) that are always broken, but in this car are better than the ones on Freebie, so on to the "keeper" pile with them!

While taking this bugger apart I've noticed rust-proofing plugs all over the place, like this:



Ample Evidence Of Rust-Proofing

Someone spent some time drilling holes in the body – wonder if that was a dealer add-on or it was taken somewhere later? Well, whatever, it didn't work!



Ample evidence Rust-Proofing didn't work!

Granted, it looks like less rust where there was rust-proofing, but the large holes in other places made that a moot point!

It took a bit of elbow grease, but I soon had everything out of the car interior except the heater matrix – looked pretty sparse:



Yep – Pretty Sparse...

I threw away the carpet – and 90% of the cat wizz smell. Now time to pull the engine.

To pull the engine is pretty easy – strip everything out of the compartment, take off the hood, jack up the rear of the car, drop the front of the car, get an engine angle gizmo so you can change the angle of the drivetrain as it comes out of the car – a collection of jack stands to us all over the place, loosen several impossible nuts, and put floor jacks on several things at the same time.



Engine ready to come out – well, after I pull the AC compressor...

It actually sounds harder than it is – the key is that tiltable engine holder on the hoist and patience. Lots of patience. But, if you take your time and keep the cuss words down soon you have this:



One engine out of the car – kids do not try this at home. Not shown is the radiator fluid all over the floor – forgot to plug the fitting on the back of the head – ooops!

I did this with the exhaust pipe and manifold in the car. If this was a car you actually cared about you'd want to take those out. I did find out that the stock exhaust system will hold the weight of the back end of the engine/trannie combo when you drop the crossmember.

Oh – bizarre thing – the rear engine mount was still good! Usually those are soaked in oil and toast!

The engine removal method I used was different this time than when we parted out Bigler's old TR7 (which was the same color as this one – coincidence?). Then we dropped the car subframe with the engine on it as well as all the suspension. For that we jacked up the front of the car and rolled the engine out.



Hard to tell from this shot, but the TR7 backend was about 3-4 feet in the air!

The very next day I invited the club over for a pick-a-part for Wedges. As I expected, Mike McKitrick showed up

salivating for more parts, Phil looking for any odds and ends that would fit the Stag –and he did! Ellis also was there in the BMW roadster to show us that some sports cars do not leak oil ☺.



Phil and Mike ensuring everything inside will get wet by taking soft-top parts

We spent a good two hours trying to pull meat off the bones. Even after all I pulled from the car we still found more goodies. Mike ended up making a good haul.

Speaking of a haul – what did I get from this besides entertainment? Well, I haven't started any ebay auctions yet, and I don't know what I'd sell, but I can figure out some savings by cost avoidance.



Mike's good haul



Look – maybe this rusty part will fit the Stag!



It's quietly sitting outside waiting for its trip to the pasture

Cost avoidance? Sure – what I would have spent on ebay for these things. I know this is a pretty sad metric to use when arguing with a significant other to buy a hulk, but it's better than nothing – here we go:

- Delco ignition system\$75
- Glove box door\$50
- Tail lights assemblies\$50
- Brake master cylinder & booster\$75
- Headlight rubber surrounds\$75
- Front running/turn signal housings \$50
- Gear shift shaft (to shorten)\$25
- Full Tool Kit\$25
- Spare heater/radiator hoses\$25
- Spare A/C dash switch/knob\$10
- Headlight motors and brackets\$150

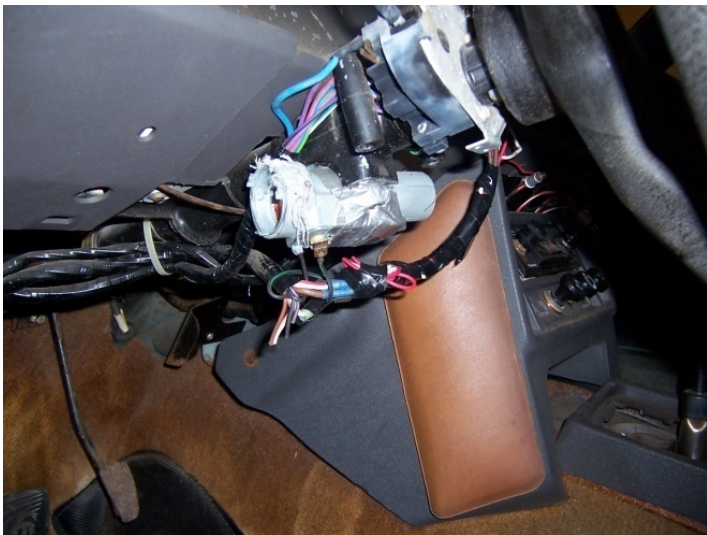
Good spare engine \$100

Spare transmission \$100

Just with these things I'm around \$800 in cost avoidance. Bonus! What I don't know is what I can get for the remainder on ebay – we'll see how close we can come to the \$310 cost of this thing – later!

Unique Dreaded Prior Owner (DPO) Engineering Mods

You saw EM1 – the retro-TR3 ignition system. Snazzy! You wish you had that! There were a few others I found while taking the car apart and I wanted to document them here so you won't try it! I do have to show you the "rest of the story" on the switch wiring – this is under the steering column:



Engineering Mod 1 Connections

An absolute thing of beauty. The only thing you can't see is the red wire that runs across the front of the dash to the electric fuel pump (mod number 5 – read on). I hope to get this good someday.

EM2 was a priceless floor drainage system – if you tended to have water puddle under the seats, simple solution – punch holes in the plug under the seats. Now why didn't I think of that?



Remember – if you can't wait for rust to make the drain hole, use an awl!

EM3 was another piece of work. In fact, it's something I've implemented on Freebie, but on a much more radical scale. I shortened the dipstick on Freebie when I went with the new air cleaners. Well, I didn't do anything compared to the bubba that worked on this car. The dipstick was about 8" total length, and just shoved in the block there the tub had been attached.



One short dipstick

The nice by-product of this is that the oil drips out a bit. Marking your trail for rescuers. It also makes it impossible to read engine oil level since the dipstick is way, way too far into the oil!

EM4 was a demonstration on the proper use of duct tape to take up extra wire length as well as provide insulation. When I pulled out the radio two big wads of duct tape and wire followed:



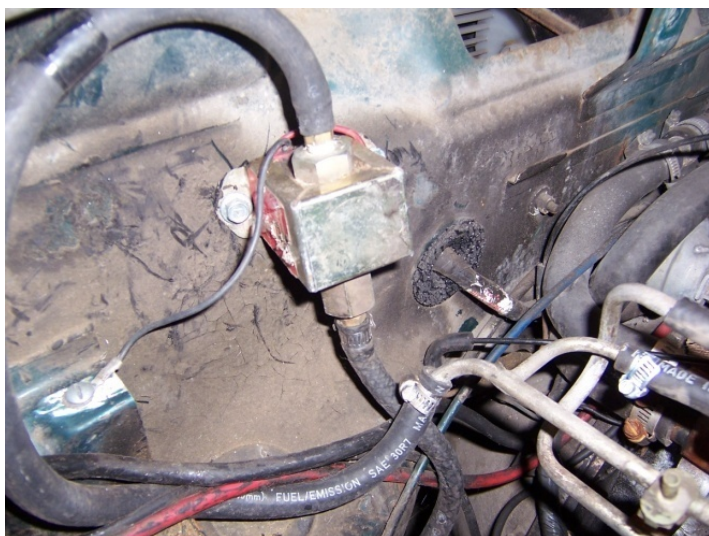
Identical Duct tape wad twins – Red Green would be proud of you boy!

Now, most normal humans cut wires to length. Normal. Obviously we are dealing with Mr Abby Normal here since under the duct tape was about 6 ft more of wire plus splices. There isn't a lot of room under the radio as it is, and adding a bunch of wire under it is a problem – that explains why the radio was sticking well out of the dash. Maybe he liked the feeling of his hand smacking the radio when he shifted – that's why he did this!

EM5 has to do with the fuel distribution system. Sometime in the past the original mechanical fuel pump died.

So what do you do?

Screw an electric one to the firewall:



One Purlorator Electric Pump screwed to firewall. For some reason they used a separate ground rather than just grounding to the machine screws holding it on...

Hmmm, so what do you do with the hole in the block where the original pump was? Oh – make a blanking plate!



Blanking Plate – make sure it say “out” on the outside!

Now the last blanking plate I made was ¼” aluminum plate. They chose to use galvanized sheet metal (heater duct metal). I always get bolts the right length, they added nuts to theirs to take up length. I cut mine to mimic the pump body, they just theirs “whatever”. I use an aircraft gasket compound, they used a piece of cardboard box with a little black silicon sealant. Mine don't leak, this one does! Obviously I am over-engineering my fixes.

The last engineering mod I found that I knew what it was - was a dual-redundant hose clamp system – if one fails the second takes over. Very clever. You'd think that maybe the person was being lazy trying to fix a leak, obviously underestimating the engineering aptitude of a prior owner.



Mastery of function!

I did find something I wasn't sure about. The driver's door had a bunch of Styrofoam packing peanuts in it.



Mystery find – wonder what it was for?

Baffled as what this was for. Could have been sound deadening, could have been for floatation, could have been to scare any bugs that got in there – don't know. The passenger's door did not have any – curious, will have to investigate more.

Finds

Not all was bad. I found some neat things. In the glove box was a Hamilton Ohio pin and, get this, a 1991 Dayton BCD Dash Plaque – the baby came home! At that time Dayton BCD was at the Dayton Art Museum and Jim Quillen (still around, but into American Iron) was running it, so I'm going to venture we don't have a record who could have brought it.



Never know what you'll find in a glove box

Oh well, sad, but interesting at the same time.

Another thing I blundered into. If you know anything about wedges, you know the headlight rubber surround is prone to come off at the attachment points, so if you have a good one it's worth its weight in gold (especially considering the ones on Freebie are not really good). Normally ones that have been sitting in the weather are bad, but the passenger

side one came off okay, and after I got it off I noticed the headlights were Hella H4s. Wow, I was gonna buy a pair of those, but here they are!



Hella H4 Headlamps – Cool!

Oh, the other headlight surround was good also. Fitting end to an interesting part-em-out.

Events 2009 - Bill Blake

Date	Event
Mon, Nov 2	6:30p -10:00p Business and Social meeting
Tue, Nov 3	Election Day
Wed, Nov 11	Veterans Day (Fed)
Thu, Nov 26	Thanksgiving (Fed)
Fri, Dec 25	Merry Christmas

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

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 Johnson (614) 873-8245 john70350@msn.com	Vice President: Joe Lynch 614-444-1519 jlynch1@columbus.rr.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: John VanNorman 614-565-5669 jvannorman@gmail.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 – VTR Zone Member

Comedy Clips

From: AWBurtis@aol.com [mailto:AWBurtis@aol.com]
Sent: Monday, October 12, 2009 4:36 PM
To: bmiles@intinfo.com
Subject: New Specie?

I wonder what the Canadians are feeding their deer?
 Al Burtis.



If this is a deer, what does an elephant look like????????????????????

From: Sam Halkias [mailto:atr6racer@hotmail.com]
Sent: Monday, October 12, 2009 8:39 AM
Subject: FW: Italian loan

Italian Loan

An Italian walked into a bank in New York City and asked for the loan officer. He told the loan officer that he was going to Italy on business for two weeks and needed to borrow \$5,000 and that he was not a depositor of the bank.

The bank officer told him that the bank would need some form of security for the loan, so the Italian handed over the keys to a new Ferrari. The car was parked on the street in front of the bank. The Italian produced the title and everything checked out. The loan officer agreed to hold the car as collateral for the loan and apologized for having to charge 12% interest.

Later, the bank's president and its officers all enjoyed a good laugh at the Italian for using a \$250,000 Ferrari as collateral for a \$5,000 loan. An employee of the bank then drove the Ferrari into the bank's underground garage and parked it.

Two weeks later, the Italian returned, repaid the \$5,000 and the interest of \$23.07. The loan officer said, 'Sir, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out and found that

you are a multimillionaire. What puzzles us is, why would you bother to borrow \$5,000?'

The Italian replied: 'Minga, where else in New York City can I park my car for two weeks for only \$23.07 and expect it to be there when I return?'

Ah, the Italians.... Bada Bing!

An "Anonymous " club member said the following should be credited to John Johnson:

This year's 10 winners of the Bulwer-Lytton contest, aka "Dark and Stormy Night Contest" (run by the English Dept. of San Jose State University), wherein one writes only the first line of a bad novel:

10) "As a scientist, Throckmorton knew that if he were ever to break wind in the echo chamber, he would never hear the end of it."

9) "Just beyond the Narrows , the river widens."

8) "With a curvaceous figure that Venus would have envied, a tanned, unblemished oval face framed with lustrous thick brown hair, deep azure-blue eyes fringed with long black lashes, perfect teeth that vied for competition, and a small straight nose, Marilee had a beauty that defied description."

7) "Andre, a simple peasant, had only one thing on his mind as he crept along the East wall: 'Andre creep... Andre creep... Andre creep.' "

6) "Stanislaus Smedley, a man always on the cutting edge of narcissism, was about to give his body and soul to a back alley sex-change surgeon to become the woman he loved."

5) "Although Sarah had an abnormal fear of mice, it did not keep her from eeking out a living at a local pet store."

4) " Stanley looked quite bored and somewhat detached, but then penguins often do."

3) "Like an over-ripe beefsteak tomato rimmed with cottage cheese, the corpulent remains of Santa Claus lay dead on the hotel floor."

2) "Mike Hardware was the kind of private eye who didn't know the meaning of the word 'fear'; a man who could laugh in the face of danger and spit in the eye of death -- in short, a moron with suicidal tendencies."

AND THE WINNER IS...

1) The sun oozed over the horizon, shoved aside darkness, crept along the greensward, and, with sickly fingers, pushed through the castle window, revealing the pillaged princess, hand at throat, crown asunder, gaping in frenzied horror at the sated, sodden amphibian lying beside her, disbelieving the magnitude of the frog's deception, screaming madly, "You lied!"

Classifieds

About a month ago I had the club send out a notice that I was selling my 1980 TR7. Due to physical conditions I am not able to drive it any longer. I have done quite a bit to it over the years. It has 37,000 original miles. I was asking \$5500 but will drop this to \$3500. I have enclosed a picture. If you could let the other club members know. I can be reached by email at witxky@bhq.org or phone at 614.638.1621. Thanks Mike



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

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Cable, OH 43009
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www.triumphparts.com

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