

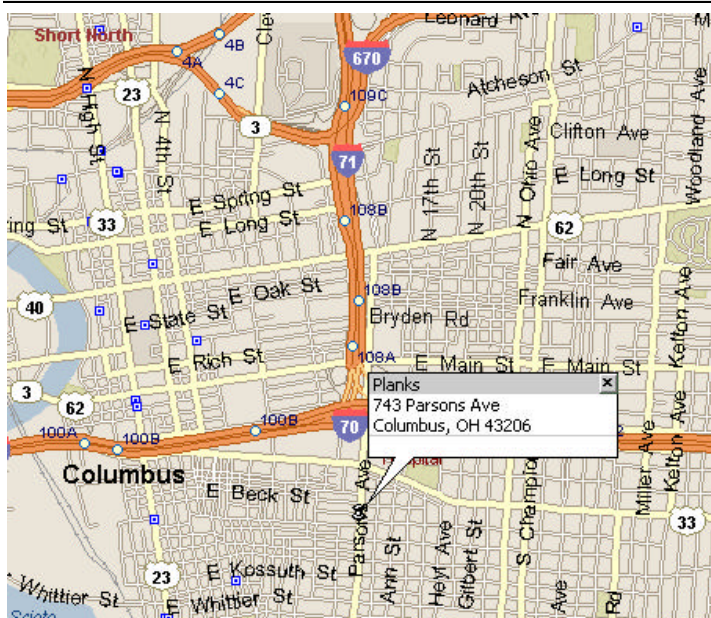


Buckeye Triumphs Newsletter

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

Winner of VTR Best Newsletter Award – 2003!

BT Meeting - Monday, November 7th at Planks



Joe Lynch is hosting November's Meeting at Plank's Cafe (not Plank's Beer Garden), 743 Parsons Ave. Most people can find it by just knowing that it's two blocks south of Children's Hospital.

Hope to see you there (around 6:30). If you have any questions, call Joe Lynch 444-1519, or e-mail at jlynch1@columbus.rr.com

BT Drive Pictures - October 22nd

From: Schilling, John jschilling@dgcolumbus.com

Sent: Monday, October 31, 2005 7:54 AM

A few photos from our Fall Drive....I'll leave the captions up to your editing expertise.

Including a picture of a cool 'cable stay' bridge crossing Big Darby Creek near the end of the drive. Thanks again for coming out on Sat. John



Reflections



It was a TR6 tour



Clifton Mill



Future Triumph Owner near Young's Dairy



Cool 'cable stay' bridge crossing Big Darby Creek

Thanks to John Schilling for putting this drive together - this ended up being a rescheduled event since the weather was so nasty on the 22nd. As you can see - the weather and colors were perfect (though a bit cool) - although John took to a top down ride after Young's dairy.

Editor's Corner

My year of planning TR events has not cooperated "weather wise" - the tune of "I'm just a little black rain cloud" keeps going through my head. The drive on the 15th was a wash out, we managed to take the club picture on the 23rd of October - I was hoping for 30 cars but I'm sure that the gray sky's and threat of rain kept many away. I have not seen the finished product, but here are a couple of pictures:



Our 250 restoration project has proceeded a bit further. We originally brought the painted project home to fit the fenders, only to discover that the fenders didn't fit (it turns out there was an issue where the rocker panel was fitted, and there was no bloody way that the left front fender was going to fit - of course, that was the first thing we tried to do - so you can imagine the consternation that caused) Well that is all fixed now and Ryan and I went over to fit the bonnet last weekend in preparation for receiving the "silver stripe" . Stay tuned....

Kim and I will be hosting an event on December 10th to watch the rebroadcast of the Sam's SCCA EP runoff race on "speed" channel. I talked to Sam to see if we could have him be the "guest of honor" - they will be returning from Florida that day so we are not sure what his schedule will be. I hope you can join us - we are still discussing the details - watch in next month's newsletter.

We have lots of input from everyone this month. Look for Bruce Clough's announcement on TRA for 2006 in the Hocking Hills - sure to be some wonderful driving for that weekend.

Planning - time to start thinking about 2006 - I have talked to other members - there is a feeling that we have become the "BT Supper club" . I do think that we need more driving events, in those cases I believe that if the destination is a restaurant or ice cream joint that this does not pose an issue, but we do need to have more planned driving events and tech sessions. If there is anyone whose car is not on the road - *please* let members know - I'm sure that we *all* want to help you get your car on the road - since that is what this club is all about. Please bring your ideas to Monday's meeting for drives and sessions.

Last month, I suggested that we offer a "mileage" award - let's talk about that at this month's meeting.

Finally - I have asked for this for the last 6 years - but we need *your* stories. I want to know how you got hooked on British cars and document them here. Start typing. Now.

Bruce Miles bmiles@INTInfo.com

Next Newsletter Article Deadline – November 25th, 2005

President's Corner

Is it time to put the LBCs away for the winter? If not, it will be soon. As we prepare to put them in storage, it gives us a chance to reflect on the driving season just coming to a close. It's hard to believe that the summer is over and winter is just around the corner. It was a very busy summer with one type of LBC activity or another almost every weekend.

Some members of the club drove their Triumphs as far as Missouri or North Carolina this past summer. Others participated in local events or attended shows around the state. As I reflect on the summer, I realize that I missed opportunities to attend quite a few events around the state because I didn't have the confidence in my car to take it too far from home. But after the drive to North Carolina and

back, that has changed. I know that it can make such a trip and if something should go wrong, there is always someone in the group that can assist with getting the car back on the road. I also realized just how much fun a trip like that could be. So now, just as this season is about to end, I can't wait until next year to get to all the shows I missed this year.

I imagine a lot of you out there feel the same way. If only I had this fixed or that fixed, I could have gone to this show or that. But that is the reason to join a club like Buckeye Triumphs. There is a wealth of expertise in this club to assist others in getting their Triumphs back on the road. Members need to take advantage of this and one way to do this is through tech sessions. One of the great benefits to joining a club like Buckeye Triumphs is to tap into that wealth of knowledge. Besides, the labor is dirt-cheap, just have lots of coffee and donuts on hand.

Going to dinner once a month with your fellow club members is a great social event. But you really get to know your fellow members when you are getting down and dirty while working on their Triumph, or they're working on yours. So lets plan on a few more tech session during this off-season. If your Triumph is in need of a tune up, brake work, or some suspension tweaking, call for a tech session and let's help each other get these Triumphs on the road. After all, Triumphs are meant to be driven, they are a lot more fun on the road then stuffed away in the corner of the garage because the master brake cylinder needs replaced. There are few things more enjoyable than being a part of a long line of Triumphs driving along a beautiful country road on a Saturday afternoon.

See you on the 7th at Planks. Cheers, Buck

TRA 2006 Announcement

From: Bruce Clough [mailto:clough@erinet.com]
Sent: Sunday, October 30, 2005 8:08 PM
Subject: TRA 2006 Announcement

Yes, rumors are true, TRA 2006 is coming back to Southeastern Ohio. I've attached the "press release" below: Please feel free to call with questions, and reserve your room soon. Pass the info along. Thanks - Bruce

Press Release:

Announcement: 2006 Triumph Register Of America National Meeting

The TRA National Committee is pleased to announce that next year's Meeting will be held at Burr Oak State Resort Park, Glouster, Ohio, 14-18 June 2006. Nestled in the rolling hills of Southeast Ohio, Burr Oak is far from the busy bustle of everyday living - but close to wonderful rural roads that bring back the exciting motoring of yesteryear, before the advent of interstates and fast food.

Our themes this year can be summed up in six words: "drive, intimate, family, rustic, fun, drive". "Drive" since that is what cars are about. Art hangs on a wall, cars you drive

- we will have plenty of chances for you to air your cars out in organized tours. "Intimate" since the lodge is small enough so TRA can have the whole thing. "Family" since we encourage the whole family to attend with events catering to young, old, gear-head and not-so-gear-head. "Rustic" since not only the location in wooded hills, but also the hearkening back to meetings long past when impromptu gatherings chatting about Triumphs, while Triumph mugs in hand held the beverage of choice. "Fun" since we decided to focus on events all can enjoy, without the hectic events schedule that leave one breathless or in a quandary as to which to attend. This is a wonderful place to relax, and relax we will. "Drive" at the end just reflects the meet - we will start with a driving tour, and end with one also! The location is no accident - TRA was last here in 1979 for one of the most memorable meetings, and this will be one also to remember.

For more information please contact Bruce Clough, TRA National Meeting Coordinator at (937) 376-9946 or clough@erinet.com. If you want to reserve a room, please call the resort at (740) 767-2112 and let them know you are there for the Triumph Register Of America Meeting. Reserve early due to limited rooms - weekly cabin rentals are also available, and a small block of those have been reserved for TRA.

Watch for more updates on the TRA web site <http://www.triumphregister.com/> as they occur.

October Minutes

Minutes of the October, 2005 meeting:

The meeting was called to order by Mike (Buck) Henry at 7:45 PM at Claddagh Irish Pub on Sancas Blvd. There were 26 people in attendance. Thanks to Bob and Lisa Mains for arranging a great place—the food and service were really good. Welcome to Terry Birchler, a new member. He has "wrestled" away his TR3 from his dad and just purchased a TR6.

Old Business: The holiday party has been set for January 21st at the Buckeye Hall of Fame Café.

New Business: Bruce apologized for the late newsletter. John had contributed an article for the hardtop carrier. It should be on the website. Sam Halkias had a "fantastic" race at the "Run-Offs". He finished third after being bumped near the end.

Bob Mains is having a 20% off sale of regalia—many people stocked up on shirts and hats for good prices.

Tech sessions coming up: John Johnson needs help with his overdrive and Rod Yost has a hub pulling tool Sessions will be set up soon.

Plans were finalized for a drive in October to Clifton Mills. John Schilling will plan it for October 22. We will have lunch and tour the Mill. There will also be some state park stops-total about 125 miles. We will leave the McD's at Rome-Hilliard Rd at 9AM.

The time and place was set for the group picture to be taken near Granville at a place called “Bryn Du”. Greg Gillman will be taking the shot and we will meet in downtown Granville at 1:30 on Oct. 23rd.

Our next meeting will be set up by Joe at Planks in German Village. Bruce Miles would like to have everyone to his place in Dec. to watch a film of the Run-Offs. Time to be determined later. John Huddy told us of a trip to Schumacher’s on Oct. 8. All were reminded of the gift shop which is also a good place to shop. We were to let him know if we want to attend this drive.

We were all told of a serious illness of one of our members and our prayers go with him and his family. Cards were passed out for all to sign.

John Huddy spoke of the Trials 2005. It was a beautiful setting in North Carolina. The weather was good, the drinks were cold, the shopping was great and the drives were fun (for the most part). John’s fuel pump went out on the way down and he replaced it with an electronic one which did a good job for the rest of the trip. Murray saved the day with a catheter line which he just happened to have. Hartley’s have been to every 6-Pack Trials that has happened—Congratulations, John and Becky!

Bruce suggested that a “mileage award” be presented every year at the holiday party.

There will be a 50/50 at each meeting and perhaps other money-making events coming up. Watch for further information.

Meeting adjourned 8:15.

Respectfully submitted, Margo Washburn, Secretary

Rod Yost’s Story - part 6

Date: February 2005

Course: Auto Body Repair

Location: Licking County Joint Vocational School; AKA: C-TEC

Anyone who has been following this saga, and indeed anyone who has only read the title, knows that this project has turned into a lifetime project. Of course there are reasons and excuses, but periodically I do make some progress towards removing reasons and excuses. One excuse which was non financial or time related was that I just didn’t know what the heck I was doing, and as I contemplated the rusted out shell and pile of parts all in different colors, my enthusiasm and commitment always took a hit. Then my friend Dave called me, and told me about this class he was taking at the JVS.

The class was 120 hours long, two nights a week. I had tons of other things I was doing, and should have done but I signed up. The first night, after some basic safety review, we had the opportunity to practice paint less dent removal. The instructors used a small ball peen hammer to ding up the project car, we were allowed to choose our instruments, and see if we could work out the dents. The trick is to find

a lever point so that you can gently pry the dent out. There is no hammering involved. You might suspect that there is a whole lot more to it than meets the eye. Our class didn’t spend too much time on paint less repair; after all, the instructors were bondo and paint men!

The next project involved the bondo. Our instructors took out their medium sized ball peen hammers, and whacked a quarter panel, hood, or trunk lid with about four good whacks; one section for each of us. The next step is to use an air grinder with 80 grit paper to grind off all the paint in and around the dent. Next step is, of course, the bondo. We now began what seemed like a never ending cycle of spreading on bondo, sanding off the bondo, and starting all over again. For our sanding, we used primarily “long boards”, but also “short boards” and flexible rubber hand blocks, all with 80 grit paper. We learned not so much as to look at our work, but how to feel it as well. I learned that when metal is pushed in at one location, it is then pushed out in another location. You can fill the hole, but you have to pound in the raised area. After a few weeks, I began to “see” and “feel” much more, sort of surprising how little you can see and feel at first.

In that our project car was stored outside, we needed to spray primer on our area each night, so that it would not rust. The primer then had to be sanded off before we could start the next night. After two or three nights of spreading it on, then sanding it off, my panel started looking pretty good, and finally good enough to pass instructors inspection. It finally seemed like I was making some progress. Time for the next lesson.

This time the instructors used sledge hammers, same quarter panel, making sure that they hit and edge, a bend, or a body line, just to make it challenging. Out comes the air grinder again, grind off all the paint in and around the dent. Because these were now significant dents, this time we used an electric stud welder. This is a really great tool, much nicer than the traditional slide hammer which requires drilling a hole. You simply load the “gun” with a copper stud, press the stud up against the metal, and pull the trigger for a couple seconds. The stud is now welded to the metal, and with the slide hammer that comes with the gun, we quite easily pulled out the dents. The stud is now cut off, and by using the air grinder, the weld is removed as well. When using the stud gun, always weld the stud into the deepest part of the hole, and of course, some holes require many studs.

After the dent is raised to approximately to level where it belongs, it back to the bondo; spread it on, sand it off, for another three or four nights. You can’t press too hard, for then the metal will bend, you can’t always run the board the same direction, because then you lose the body line. Be careful, especially on body lines, because they will disappear. I’m starting to see why it is expensive to have the job done right!

Next month: painting

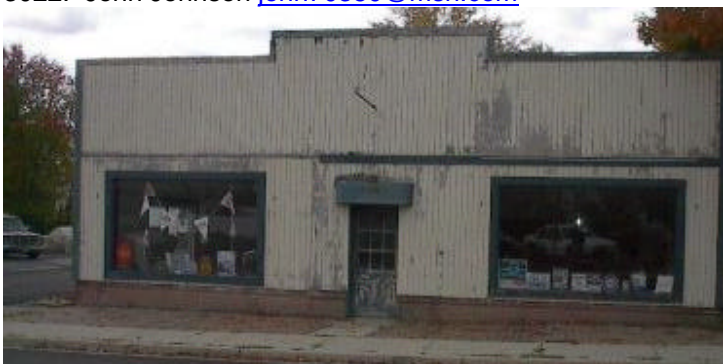
Local Sources:

Today in Local Sources I want to talk about a business that is not so local (about 100 miles). It is TS Automotive in Pandora Ohio. Ted Schumacher is a guy a lot of the BT old guard know very well but for those who don't, here goes. TS Automotive has been in the British car business for over 30 years offering new, NOS and used parts. TS features a lot of engine and suspension parts for both



restoration and racing. They offer a neat differential stiffening kit that you can weld in yourself. It fits TR4IRS, Tr250 and TR6's. They also offer engine rebuilding for street or performance. The building that TS Automotive is located in was originally a Dodge dealership that

Ted's uncle started and Ted basically grew up in. Ted is slowly restoring the company's building and it will have a retro 50's dealership style when it is completed. You can contact Ted at <mailto:tedtsimx@bright.net> or visit TS Automotive at 108 South Jefferson St. in Pandora. 419/384-3022. John Johnson john70350@msn.com



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: GaryN [<mailto:Garylaptop@columbus.rr.com>]
Sent: Saturday, August 27, 2005 8:58 PM
Subject: Some photos from Saturday



From: GaryN [Garylaptop@columbus.rr.com]
Sent: Saturday, August 27, 2005 8:21 PM
Subject: Harter's Triumph3.jpg

Here is the scanned image of Ernie Harter's Triumph Agency from 1971. Gary



From: John [<mailto:johnjohnson@columbus.rr.com>]
Sent: Sunday, September 18, 2005 9:29 PM
Subject: Cool Picture



Editor's Note: I Agree

From: trjagguy@aol.com [mailto:trjagguy@aol.com]
Sent: Tuesday, October 04, 2005 6:54 AM
Subject: Top Ten Two-Lane Rules of the Road

Bruce, someone gave this to me yesterday. I meant to take it to the club meeting last night, but forgot. (Like I forgot to bring my planner/PDA home from the meeting. Is memory the first or the second thing to go?? <lol>) Anyway, I don't know the origin of this. It was passed on to me by a Lincoln Highway aficionado. I thought it was somewhat applicable to us and our drives and you may want to put it in the newsletter. I'm resisting the temptation to editorialize for British cars or some specific driving experiences! :-)

Top Ten Two-Lane Rules of the Road

1. Start each day with a good breakfast, a full tank of gas and a smile.
2. Be kind to your navigator.
3. There are no wrong turns -- just happy little detours.
4. Stay alert and aware of the traffic around you.
5. Yield to the local drivers.
6. Take your time and stop to smell the asphalt. Remember -- the road is the destination.
7. Find out where the natives dine, so you're not eating with the tourists.
8. Don't be hesitant to ask for directions.
9. Make discoveries, not reservations.
10. Take home pictures and memories and leave only good impressions, so you're welcome to return.

From: billblake [mailto:billblake@thekayesco.com]
Sent: Tuesday, August 09, 2005 11:25 AM
Subject: FW: New Product TR250 TR6 Adjustable Clutch Push Rod

How many times have you wished you could adjust the length of your clutch push rod for your TR250 or TR6? This new adjustable clutch push rod means no more trying to find a rod that might work, or finding a washer to put in front of the slave piston to get things close. Do it right the first time with no modifications. This rod is made of the highest quality and manufacturing which gives you the longest adjustment and unlimited adjustment. Priced at \$29.95, part number 138572ADJ and can be found in the TR250-6 Clutch section or TR250-6 Performance section of the web site. If you have any questions you can email us at customerservice@bpnorthwest.com or call us directly at 503-864-2001.

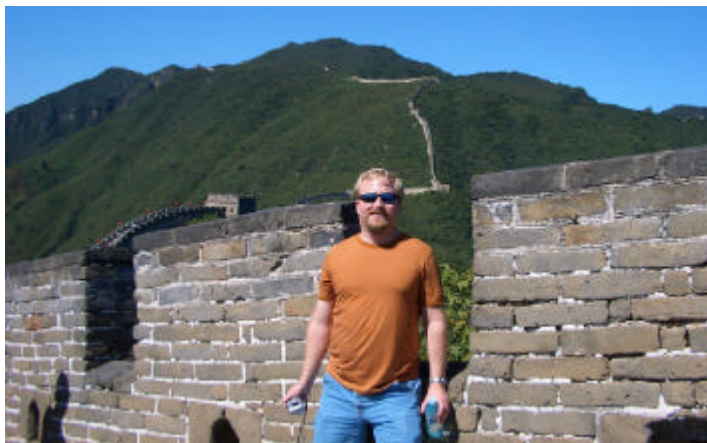
British Parts Northwest
www.bpnorthwest.com

Phone (503)864-2001
----- End of Forwarded Message

From: Bill Moine [mailto:bmoine@yahoo.com]
Sent: Monday, September 19, 2005 8:18 AM
Subject: WWM - More Pictures

A little more proof I was at the great wall and I may have marked my territory.... (lol, I really didn't but could not resist the pic)

Today I arrived in Qingdao where the new factory is and drove to the old factory in Jimo City. For the next 10 days I will be going between the two buildings getting ready for the plant move scheduled to be done the 29th.



From: Jacqueline or Murry [mailto:trsixer@yahoo.com]
Sent: Thursday, October 20, 2005 6:36 AM

On another note, most of you probably know that John Thomas (Jin Vanorder's son-in-law) is undergoing difficult treatment for a liver disorder. Beth told me how much they appreciate the cards we have sent. They are having high-speed service installed so they will have a new e-mail address, which I will forward soon. Drop them a card by "snail mail".

Their address is:

John & Beth Thomas
7364 Dutch Lane Rd.
Johnstown, OH 43031

Murry Mercier - Buckeye TRIUMPHS

Bruce Clough and the:

Tales Of The Frankenstag!

Shifty Tales!

By Bruce Clough



Center Console, September 2005

Since getting this car I've been trying to fix the shifting. See, the folks who modified the car just used the stock shifter, set for a Borg-Warner 35 transmission, with a GM TH-350. It shifts, but where the pointer is pointing to might not be the actual gear it's in. One other thing, I got no reverse lights! If you remember last month I think I talked about the shifter having no reverse lamp switch fixture – that was built into the BW 65, but not in a TH-350. I had to put in a cheesy switch that I always forget about when going into reverse. Gotta fix that.

Fix, let's see, fix. Gee, could we modify the original. Okay, what do I have to do? I have to mount a reverse light switch, and figure out how to get it to point to "R" when in reverse. I might be able to do the first, but the second is a

matter of geometry, and that wasn't my favorite math subject. Quick – grab the trusty Summit Racing Catalog and look up shifters. They have a bevy of them. The one that looks like it has a chance to work (comes with reverse light switch and isn't too high profile) also is the most expensive – the B&M "Hammer" shifter (Figure 1).



Figure 1: B&M Hammer Shifter (on the left). Wow, I might end up with a Chevelle after all after I get done with this thing!

\$199.95 - before I ordered it I measured the existing console and determined that heavy duty modification to the existing console would be required. So, off I went to trusty ebay and bought another console that I could freely modify (Figure 2).

Examining the instructions, it soon became apparent that with the Frankenstag I would have to drop the dual exhausts to get at the shift linkage. Oh well, this would at least allow me to paint the headers as well as to change the tranny oil pan to one that holds more oil and has a better heat sinking ability.



Figure 2: Center Console Victim

Plan modification #1. A quick measurement showed that I can't put in a deeper oil pan since it will interfere with the right side exhaust. Sigh. Back to Summit with you nave.

Now, before I could go any further I had to get the car in the air. Everything off the Backyard Buddy so I can get the Stag on it! Wow, how soon we collect stuff! We had camping gear and books stored on the lift – off there, you evil things! Finally got the Stag in the air, dropped the exhaust manifolds off, next came the front down pipes. I took the manifolds to Steve Miller at MG Automotive for sandblasting in prep for painting - anything to increase the looks. Next came the shift linkage. Ah, yes, the linkage. In order to make the trannie shift using a shifter made for a different transmission, the fine gentlemen that integrated this drive train in the Stag had to flip the gear selector lever 180 degrees, and then made the linkage out of a bent threaded rod. Ingenious, I suppose, but it made the shifting sloppy since the end could move a bit! The other problem is that you never knew which gear you were in until you hit the gas...

Once I had the linkage disconnected from the transmission it was time to pull the console, and this I did with reckless abandon. Results below.



Remains of a Center Console. RIP

Now came the decision time on what to do next...do I modify a center console to accept the Hammer shifter, or do I eliminate the console and do something else with the switches? A quick measurement of the shifter base showed that it would not be possible to modify a console to fit, so now I moved to Plan B.

Plan B was to make a small sub-panel that mounted to the underside of the dash to hold the power window and light switches, freeing up the trannie tunnel top for the shifter. This meant some rewiring.

Yet, some rewiring. I had to shorten wires for all the switches, as well as eliminate a whole bunch of wire that were in that loom that weren't used – such as the overdrive relay to trannie wires. This meant that I had to cut into two different loom sections, stripping off all the wrapping, which

I countered by buying loom cover at Pep Boys. Bye-bye went the cigarette lighter wiring, as well as the fan wiring. I rewired the fans for only one speed, added a relay so a dash switch would turn them on. I also put a relay on the rear window heater and the radio circuits for good measure (hey, I had three relays...)



Wiring Mods About Half Way Through – Messy, Messy, Messy.

I made a switch panel out of some plywood I had sitting around, using the dark cherry stain to a so-so effect. I also had to find a home for the three heater controls that are cable actuated. Well, maybe later...

It's at this point that I wished I took more pictures of the installation progress, the mounting of the shifter, the cutting holes for cables, the filling of other holes with aluminum sheets, the wiring, cutting the base to fit. Oh well, the only picture I have is:

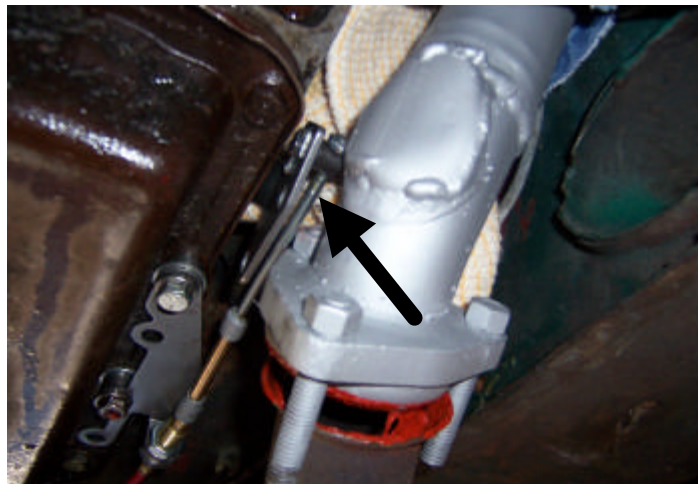


Hey, What's That Shifter Doing There?

Yep, I got it all the way in, including the cheap black carpeting Steve Miller gave me (thanks) to cover the top of the tunnel. Positive action all the way through. Gear indicator actually shows what gear it's in, and the unit is

actually like a “bang” stick with the sequence “1, 2, D” a simple push on the handle – I’m ready for the strip! Switch panel is functional (and needs one more switch ...)

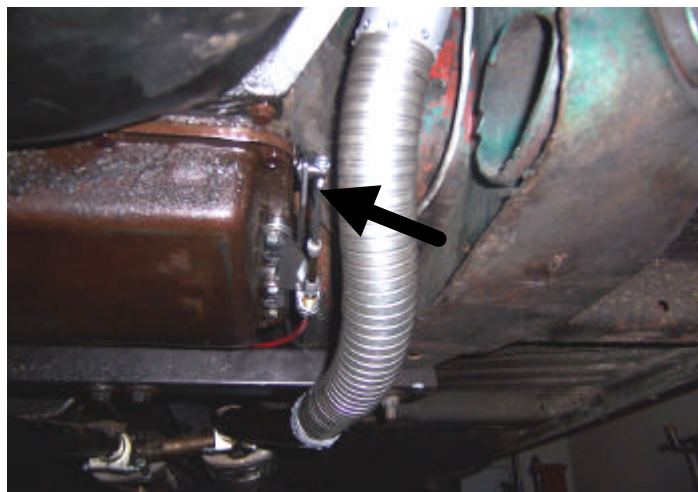
But wait, before you grab the champagne and celebrate with me. I found out that the left exhaust fouled with the shift linkage and lever at the tranny. Rats! Shucky Darns!



Drat! Shifter Linkage Hits Exhaust Pipe, More News At 11...

What to do, what to do? Well, I cut the flange off the header, and cut the pipe running back to the muffler, eliminating the junction. Now what?

Flexpipe-of course. This stuff is like a kid’s bendable soda straw, except made of steel. If it works for 18 year olds and ’74 Novas it can work for me also. A trip by the Autozone and I have in my possession a flex pipe that fits, first try, no returns. Strange, usually I have to return stuff a few times when working on exhausts before I find parts to fit. To attach to the header I slide it into the outlet and then pop-rievet in all around the circumference. Looks industrial, but holds better than a clamp and high-temp silicone glue. At the other end I wrapped header wrap around the pipe running back to the muffler, held it in place with silicone glue, and fit that inside the flex pipe. It actually fits – I’m astounded!



Flexpipe Installed – We Now Have Clearance Houston!

Now that I have the linkage clearing the exhaust, its back to the interior to work on the heating duct valve linkages – I decided to just fit ones for the front center vent control and the heat to windscreen or footwell control. The fresh air-recirculate flapper will have to wait since it’s buried behind the dash.

First drive was to the Miami Valley Triumphs October meeting. Nothing fell off, oh yeah sure I forgot to tighten one exhaust clamp, but that’s par for the course. It got the usual comment from Ted: “That don’t look like no Stag I’ve seen!”

Costs?

The resources required to do this were:

- B&M Hammer Shifter\$200
- Used Stag Console \$18
- Wiring Loom Cover \$20
- Exhaust Paint \$7
- Exhaust Pipe \$7

So about \$252 in total. Not bad. I’m going to recoup some of that by selling the center console on ebay – at the moment it’s up to \$76. Bid early, bid often!

I Can See Clearly Now Part II

Last month I wrote about putting new headlights in the Stag, well, the 100W Blue Xenons were just toooo much for the 5.25” headlights – they were getting too hot. Besides, I had to damn near point them at the ground not to blind oncoming traffic. I replaced them with 60/55W Blue Xenon units. Still bright (but not aircraft landing light bright) and blue. As Ted said: “Don’t look like no Stag I’ve seen!”

Arthritis British Car Show July 8, 2006

From Bill Blake

Honoring Len Immke the 2006 Arthritis event is already into the second planning meeting and looks to be the biggest show yet, No. 24. The classes for 2006 and other details will be forthcoming at the regular BT meetings and Murry and I will be asking for your input. Please visit the new and improved web site: www.arthritisautoshow.org, it has many pictures of British cars and other classes that are spectacular such as:



Our grassy knoll complete with a lot of TRs.



1960 TR3 owned by Rob&Katie Eberst



Triumph 2000 Owned by BT member Pete Gallo



Jim Washburn's TR6

The show this year will again be under the able leadership of Jeff Brashares, see below:



Monthly meetings are held usually on a Monday during the lunch period. These planning meetings are open to our club members and will be posted on the web site calendar, please feel free to attend if you can and see how the 1 million details of producing this event fall into place. Murry Mercier and I usually attend and can help with the logistics if anyone else would like to go. Many other clubs send their president and/or other officers on occasion. You are welcome!

Events 2005 - Bill Blake

Date	Description
11/7	BT Meeting at Plank's in German Village
12/10	SCCA Runoffs replay at the Miles residence Call Bruce or Kim at 740-587-4179 Details to follow next month

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

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: John johnjohnson@columbus.rr.com
Sent: Tuesday, October 11, 2005 10:12 PM
Subject: Original Hollywood Squares Q&A

If you remember the original Hollywood Squares and its comics, this may bring a tear to your eyes. These great questions and answers are from the days when "Hollywood Squares" game show responses were spontaneous and clever, not scripted and (often) dull, as they are now.

Peter Marshall was the host asking the questions, of course.

- Q. Do female frogs croak?
 A. Paul Lynde: If you hold their little heads under water long enough.
- Q. If you're going to make a parachute jump, at least how high should you be?
 A. Charley Weaver: Three days of steady drinking should do it.
- Q. True or False, a pea can last as long as 5,000years.
 A. George! Gobel: Boy, it sure seems that way sometimes.
- Q. You've been having trouble going to sleep. Are you probably a man or a woman?
 A. Don Knotts: That's what's been keeping me awake.
- Q. According to Cosmopolitan, if you meet a stranger at a party and you think that he is attractive, is it okay to come out and ask him if he's married?
 A. Rose Marie: No; wait until morning.
- Q. Which of your five senses tends to diminish as you get older?
 A. Charley Weaver: My sense of decency.
- Q. In Hawaii, does it take more than three words to say "I Love You"?
 A. Vincent Price: No, you can say it with a pineapple and a twenty.
- Q. What are "Do It," "I Can Help," and "I Can't Get Enough"?
 A. George Gobel: I don't know, but it's coming from the next apartment.
- Q. As you grow older, do you tend to gesture more or less with your hands while talking?
 A. Rose Marie: You ask me one more growing old question Peter, and I'll give you a gesture you'll never forget.
- Q. Paul, why do Hell's Angels wear leather?
 A. Paul Lynde: Because chiffon wrinkles too easily.
- Q. Charley, you've just decided to grow strawberries. Are you going to get any during the first year?
 A. Charley Weaver: Of course not, I'm too busy growing strawberries.
- Q. In bowling, what's a perfect score?
 A. Rose Marie: Ralph, the pin boy.
- Q. It is considered in bad taste to discuss two subjects at nudist camps. One is politics, what is the other?

A. Paul Lynde: Tape measures.

Q. During a tornado, are you safer in the bedroom or in the closet?

A. Rose Marie: Unfortunately Peter, I'm always safe in the bedroom.

Q. Can boys join the Camp Fire Girls?

A. Marty Allen: Only after lights out.

Q. When you pat a dog on its head he will wag his tail. What will a goose do?

A. Paul Lynde: Make him bark?

Q. If you were pregnant for two years, what would you give birth to?

A. Paul Lynde: Whatever it is, it would never be afraid of the dark.

Q. According to Ann Landers, is there anything wrong with getting into the habit of kissing a lot of people?

A. Charley Weaver: It got me out of the army.

Q. It is the most abused and neglected part of your body, what is it?

A. Paul Lynde: Mine may be abused, but it certainly isn't neglected.

Q. Back in the old days, when Great Grandpa put horseradish on his head, what was he trying to do?

A. George Gobel: Get it in his mouth.

Q. Who stays pregnant for a longer period of time, your wife or your elephant?

A. Paul Lynde: Who told you about my elephant?

Q. When a couple have a baby, who is responsible for its sex?

A. Charley Weaver: I'll lend him the car, the rest is up to him.

Q. Jackie Gleason revealed that he firmly believes in them and has actually seen them on at least two occasions. What are they?

A. Charley Weaver: His feet.

Q. According to Ann Landers, what are two things you should never do in bed?

A. Paul Lynde: Point and laugh.

enough, however, if tied to a paint can, to spread paint on all four walls of a 20x20 ft. room.

5.) You should not throw baseballs up when the ceiling fan is on. When using a ceiling fan as a bat, you have to throw the ball up a few times before you get a hit. A ceiling fan can hit a baseball a long way

6.) The glass in windows (even double-pane) doesn't stop a baseball hit by a ceiling fan.

7.) When you hear the toilet flush and the words "uh oh", it's already too late.

8.) Brake fluid mixed with Clorox makes smoke, and lots of it.

9.) A six-year old Boy can start a fire with a flint rock even though a 36-year old Man says they can only do it in the movies.

10.) Certain Lego's will pass through the digestive tract of a 4-year old boy.

11.) Play dough and microwave should not be used in the same sentence.

12.) Super glue is forever.

13.) No matter how much Jell-O you put in a swimming pool you still can't walk on water.

14.) Pool filters do not like Jell-O.

15.) VCR's do not eject "PB & J" sandwiches even though TV commercials show they do.

16.) Garbage bags do not make good parachutes.

17.) Marbles in gas tanks make lots of noise when driving.

18.) You probably DO NOT want to know what that odor is.

19.) Always look in the oven before you turn it on; plastic toys do not like ovens.

20.) The fire department in Austin, TX has a 5-minute response time.

21.) The spin cycle on the washing machine does not make earthworms dizzy.

22.) It will, however, make cats dizzy.

From: Nelson Riedel nariedel@adelphia.net
Sent: Tuesday, November 01, 2005 12:25 PM
Subject: Things I learned from raising boys

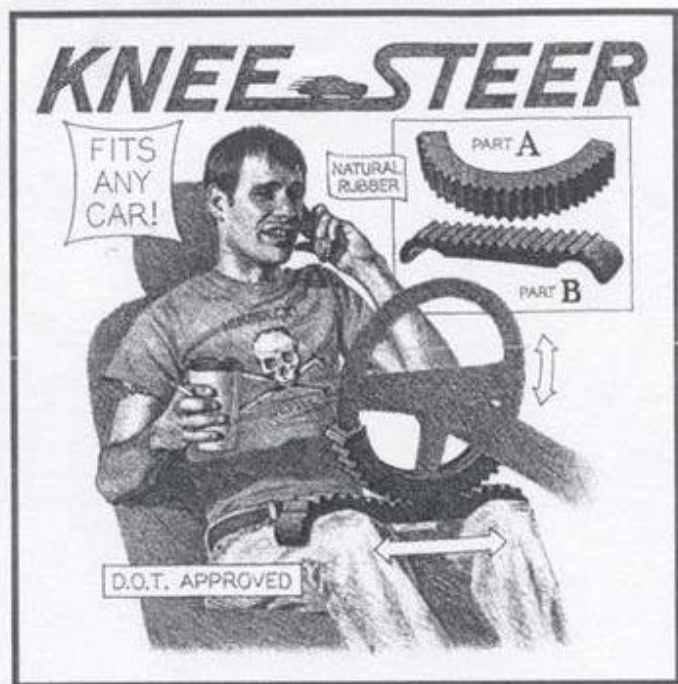
- 1.) A king size waterbed holds enough water to fill a 2000 sq. ft. house 4 inches deep.
- 2.) If you spray hair spray on dust bunnies and run over them with roller blades, they can ignite.
- 3.) A 3-year old Boy's voice is louder than 200 adults in a crowded restaurant.
- 4.) If you hook a dog leash over a ceiling fan, the motor is not strong enough to rotate a 42 pound Boy wearing Batman underwear and a Superman cape. It is strong

From: Nelson Riedel nariedel@adelphia.net
Sent: Sunday, October 30, 2005 7:13 AM
Subject: When costumes are just wrong!!!!!! AND I MEAN WRONG



From: Joe Lynch [mailto:jlynch1@columbus.rr.com]
Sent: Wednesday, August 31, 2005 9:38 PM
Subject: New option

MS. GOODWENCH By Pippa Garner



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.
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