



Buckeye Triumphs Newsletter

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

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

Monthly BT Meeting at City BBQ Monday, November 5th

The November Business and Social meeting at City BBQ on Monday the 5th.

Please go to <http://cityqbbq.com/index.php> and enjoy the music. We are in the large meeting room, please come back there first and get one of our BT/City BBQ flyers to use when you order, they will mark your total on this flyer and then send Jim VanOrder 25% of the total. This is a fund raiser for the club to put some money back in our treasury.

City BBQ
 5979 East Main Street
 Reynoldsburg, OH 43213 - 614-755-8890

This City BBQ location is just east of I-270 at McNaughton and E. Main south of Main and in the same strip center that has the Hooters. The meeting room has windows that look south if you want to park behind the restaurant.

This is an experiment, City BBQ is excited to have us and wants us to consider a cruise-in there in the spring. We can only do the 25% kick back a few times a year with them.

I am hoping to see some our members from Nelsonville, Athens, and of course Baltimore.

Arrive around 6:30.

TRials 2007 Wrap-up

By John Johnson

Thursday morning finally arrived and the weather couldn't be better for a trip. Four TR6's from Buckeye Triumph's were meeting up with six more Tr6's from Cincinnati so we could all convoy to the 6-PACK TRials in Hershey. Once everyone had arrived to our exit just east of Columbus we all fueled up and prepared to head out. That's when the "rolling tech session" began. When Buck got ready to go he inadvertently pulled up on his clutch pedal and out came the clutch master cylinder pushrod c-clip and washer. That was just the start; the trip to Hershey involved a few other "tech" stops and we had one more on the return trip.



Figure 1 Stopped along I-70

You know you have stopped too often when the semis flying by on I-70 don't bother you anymore. We all made it to Hershey safely and checked into the Hershey Lodge. Kim was tired from the trip so I went down to the hospitality suite 6-Pack had set up to register and pick up our goodie bag. The reception Thursday evening was at the Antique Automobile Club of America museum. The food was great and plentiful and our club had the museum to ourselves. Friday we lined up the cars early for a trip to the Harley plant in York. It was foggy and made the drive past the Three-Mile Island nuclear facility even more eerie. That drive was the best one this year as the cars rolled along some twisty roads through fog and sunlight and back again. The Harley plant was a cool tour, especially for me, to get the chance to see how they do things compared to Honda. Let me just say this "night and day". The Buckeye Triumph group left from there to check out some wineries except for Buck and me who went back to the lodge to check out the Ratco frame tech seminar. That evening was the "TR Olympics" where we all engaged in some silly competitions and had a few laughs.



Figure 2 Kim and Bruce shooting hoops

Saturday we woke up early to clean the cars for the show and were greeted by drizzle but it soon gave way to a hot day for late September. There were some very high caliber cars at the show from all over the states and Canada too. I

was surprised how many damn yellow cars Triumph built, it seemed like every other car was yellow but since I have a yellow one it's all good. That afternoon was the "Drive to paradise" through Amish country. The drive was a long one and we all know how traffic is in Amish country in Ohio on a Saturday and Pennsylvania was no better. After a couple of hours driving in traffic and baking in the sun the Buckeye Triumph team surrendered. The banquet that night was fantastic and the food was first rate, awards were passed out for the car show and the TR Olympics and our club received a massive Hershey bar for having more members at the TRials than any other club.



Figure 3 That's a lot of chocolate!

On the ride home "Billy Ray" had his heater valve fail on his TR-6 so we all pulled off the freeway to assist him. When he opened his trunk there were no tools to be found, no parts in the boot either, just beer and lots of it! In Zanesville we made the mandatory stop at Tom's ice cream bowl to enjoy a treat and then headed home. Next years TRials are in Townsend Tennessee and if you have never been there it is beautiful country and nearby is Route 129 and "The tail of the Dragon", a scenic twisty road that people have traveled from all over America to drive it.



Figure 4 - See you all in Townsend 2008!

John Johnson

Editor's Corner

Well, here it is finally, the September October newsletter.

Kim and I had a good time driving 1,000 miles in a 35 year old car for 2007 TRials. When we got back, I caught a nasty cold and just missed the deadlines for the end of September - so here is the dual month issue.

My thanks to John Johnson for the report on TRials 2007. We assembled a 10 car caravan with our friends from Cincinnati and blasted across the PA turnpike. (my thanks to John Johnson for the new nickname of "Mach 1 Miles")

Weather was good, if not a bit hot, but the trip was really fun, and I appreciate Kim making the trip with me. Next year is in Townsend, Tennessee and looks to be a blast (and the hotel won't be so overpriced) - so start making plans for 2008.

My schedule has been brutal lately, and I am finishing up this edition from a hotel in Pittsburgh and will complete the work in Youngstown - my thanks to Kim to help get the printed copy out.

Be sure to mark your calendars for January 19th, 2008 for the Holiday Party being hosted by Mary and Buck Henry in their home in Dublin.

Lots of material for this newsletter - I hope you enjoy it.

Bruce



bmiles@intinfo.com or

bmiles@buckeyetriumphs.org

President's Corner

Since the first of September, Buckeye Triumphs has had two meetings, both of which were well attended. The September meeting was during the final British Car Cruise In at Quaker Steak and Lube. The east parking lot was pretty full of British cars, eleven of which were Triumphs. The October meeting was held at the Gillman's with, what we hope, is their annual chicken fry. Thanks again to Greg and Ann for opening up their home (and garage) to host such a wonderful event. It is good to see thirty or more members at these meetings. My only wish is that more would come out to enjoy the company of their fellow members. At this time, let me again wish Jacqueline and Murry Mercier a happy 50th wedding anniversary, which we celebrated during the meeting.

During both meetings I mentioned that it was time for me to step down as President and let someone else take over the reins. Word leaked to me that John Johnson would be willing to throw his hat into the ring if nominated. It just so happened that Murry stepped up and did just that. John accepted the nomination and asked Joe Lynch if he would be willing to stay on as VP. Joe agreed, so it looks like we have our slate for President and Vice-President.

As many of you may already know by now, new owners have taken over the part of Metro-Center where both the British Car and the Len Immke Arthritis Classic Car Shows were held. I am sure the British Car Council will be working

hard to find another venue for the May show. Bill Blake has told me that the City of Dublin is working toward finding a spot for both shows. It was suggested that we look into having it at Quaker Steak and Lube who in fact would very much like to host it. If anyone has other suggestions, please let me know, the British Car Council will be meeting soon and this will be their top priority.

The 6-Pack Trials were held during the weekend of September 22nd in Hershey, PA with four member cars from Buckeye Triumphs attending. In preparation for the 800 + mile tour, I spent the previous 2 weekends getting the TR ready for the trip. One of the repairs completed was the installation of new horns. This car has been without functioning horns for about 20 years. Thanks to Sean, my in-house mechanic, we (he) solved the wiring mystery and now we have horns that work. We also made a modification to the main ground to make sure it will stay attached to the body and we painted the small amount of flat black trim around the windshield which Mary said was needed badly. A little water, soap, wax and tire cleaner and the car was good to go. With all of this preparation, I was the first car to have a problem on the way, but that's a story for another time.

Six cars from the Cincinnati chapter of 6-Pack joined our four from Buckeye Triumphs for the trip. It was a thrill as we drove to Hershey in a ten car TR-6 caravan. The Trials were a lot of fun and I think everyone had a great time. During the awards banquet, the host chapter gave away a five-pound bar of Hershey's chocolate to the chapter that had the most members in attendance. Cincinnati had six cars but only ten members. Buckeye Triumphs had four cars but John and Becky Hartley were in attendance and each of our four cars had couples, which made ten also. We argued that John and Charma were registered and would have been there if circumstances would have allowed, (they were there in our thoughts) so we won! We will have the five-pound bar of Chocolate at the Holiday Party in January so everyone can have a piece of the winnings.

As mentioned at the meeting last week, John Huddy's mother became seriously ill right before our trip to Hershey so John and Charma traveled to Florida to be by her side. Most unfortunately, John's mother passed away on September 24th. Our condolences are extended to John, Charma and John's family.

This past weekend, John Johnson and Joe Lynch invited Sean and I to join them in attending a tech session of the North American Spitfire Squadron (NASS). It was a lot of fun and very informative and we saw a lot of very nice Spitfires and a couple of GT-6s. If nothing else, Sean was inspired to get busy on his Spitfire.

I have a few administrative notes I would like to share. If your e-mail address, home address or phone number has changed recently, please send an e-mail to either Jim VanOrder or Bruce Miles with the new information. Also, if you have a picture of your LBC that you would like to post

on the website or pictures from past Buckeye Triumphs events, send them to Ann Gillman who will post them.

Finally, our treasury is running low. One way we can cut costs is by reducing the number of mailings of the monthly newsletter. If you have the capability of receiving it by e-mail, or you are willing and able to read it off of the website, inform Bruce Miles and he will take your name off of the mailing list. A few pennies here and there can add up. In addition, it is time to be thinking about the club's holiday party. In order to cut expenses, Mary and I have offered to host the party at our house in the form of a cocktail party rather than a sit down dinner at the Buckeye Hall of Fame Café'. Please share your thoughts or comments per our proposal during the November meeting.

By the Buckeye Triumphs calendar, there is a driving event scheduled for this coming Sunday, October 14th to an orchard near Gambier. This could be it for the LBCs this year so let's get out there for one last time and have some fun. If I don't see you there, hopefully I'll see you on November 5th at City BBQ on the east side.

Cheers, Buck

BT Minutes

Minutes of September 2007 Buckeye Triumphs Business Meeting

Attendance: Bill Blake, Kathy Scott; Buck, Mary, Sean and Emily Henry; Joe Lynch; John and Charma Huddy; Margo and Jim Washburn; Jacqueline and Murry Mercier; Jim VanOrder; John, Ryan, Samantha and Max Johnson; Howard Jefferson; Doug Mansfield; Greg and Ann Gillman; Pearl and Dick Welsh; Bruce Miles; Rob and Laurie Wise; Carol and Sam Halkias

The September 17th, 2007 meeting of Buckeye Triumphs was called to order by President Mike (Buck) Henry at 7:40 pm at the British Car Cruise In at Quaker Steak and Lube at Polaris.

Jim VanOrder spoke about club finances. Our balance is around \$200. There was a recent meeting of officers to discuss methods of increasing our treasury in order to have our holiday party at the Buckeye Hall of Fame Café. This is a costly event for our club. Ideas discussed at the meeting were: regular 50/50 raffles; host meetings at City BBQ in Reynoldsburg where they have a meeting room and will refund 25% of the evening's sales to the club; raise annual dues. Also, more members are encouraged to rely on the internet instead of the US mail for their newsletters. The printing and mailing of paper newsletters is getting expensive. If there are any suggestions for a different location for the January holiday party, please let Jim or Buck know. We need to accommodate approximately 60 people for the party.

It's time to nominate new officers. If you wish to make any nominations or are willing to run for office, please let Buck know.

The October 1st meeting will be held at Gillman's. They are providing their renowned fried chicken and are asking members to bring a side dish or dessert. Ann thanked those who attended their 50th birthday party for 1957 classic cars on Labor Day weekend.

Several couples will be attending the 6-Pack TRials (the national gathering for TR-6's) in Hershey, PA later this week.

Buck reported that British Car Day will no longer be held at the Metro Center due to new ownership of the center.

Email him if you have any suggestions. Quaker Steak was suggested.

Mary Henry congratulated John Huddy on his August 31st retirement.

The meeting was adjourned.

Respectfully submitted, Charma Huddy, Secretary

**Minutes of October 2007
Buckeye Triumphs Business Meeting**

Attendance: Greg and Ann Gillman; Bill Blake and Kathy Scott; Buck and Mary Henry; Joe Lynch and Anne Hunter; Charma Huddy; Margo and Jim Washburn; Jacqueline and Murry Mercier; Jim and Gayle VanOrder; John, Kim, Ryan, Samantha and Max Johnson; Howard Jefferson; Doug Mansfield; Bruce and Kim Miles; Bob and Lisa Mains; John and Becky Hartley; John Schilling; Terry Graham and Charlie Bruce

The October 1st, 2007 meeting of Buckeye Triumphs was called to order by President Mike (Buck) Henry at 8:00 pm at the home of Greg and Ann Gillman after all had feasted on Greg's famous fried chicken. The meal was topped off with a sheet cake to celebrate Jacqueline and Murry Mercier's 50th wedding anniversary. Joe Lynch had secretly gone to Jacqueline's mother for a copy of their wedding picture which was projected onto the cake. A good time was had by all, and Buck thanked the Gillman's for hosting the meeting.

The January holiday party was the first topic of discussion. If no one has any other suggestions, we will plan to go to the Buckeye Hall of Fame. Mary Henry suggested a cocktail party at their home. There was general discussion about this and it was agreed that everyone could bring an appetizer to share plus their own beverages. Members would contribute toward expenses incurred by the Henry's. A tentative date of January 19th was set; Hartley's are going to check on the date of the bank meeting that usually creates a conflict for them to attend the party. There was more discussion about a regular gift exchange vs. a white elephant exchange. Buck confirmed that the party will be at "Mary's house." :o)

If any members have email changes, please let Jim VanOrder or Bruce Miles know.

As mentioned in September, the British Car Show will be moved in 2008 due to new ownership of the Metro Center. A possibility at this point is Quaker Steak and Lube at Polaris.

Members who attended 6-Pack TRials reported that they had a wonderful time in Hershey. Buck is planning to send a thank-you note to Ray Suchta. Buckeye Triumphs won the attendance award which was a 5 pound Hershey bar. The bar will be held until the holiday party and shared at that time. The Cincinnati group who also attended TRials has been invited to share in the festivities.

Upcoming events:

- Vintage Sports Car Drivers Association (VSCDA) at Mid-Ohio the weekend of Oct. 5-7.

- Driving event on the calendar for October 14th if someone wants to host it. Let Bill Blake know.

Buck asked for nominations for President. Murry Mercier complimented Buck (as well as "First Lady" Mary) on the great job he has done as president. Murry nominated the "Disciple of the Prince of Darkness," John Johnson for the office of President. John accepted and nominated Joe Lynch to continue as Vice President.

Regalia – Bob will be ordering more shirts. Sweatshirts were requested; discussion of colors and sizes followed.

Next meeting is November 5th at City BBQ at Main St. and McNaughton in Reynoldsburg. City BBQ will give back to the club 25% of gross sales. This can only be done once a quarter, however.

Newsletter - the latest issue is not done yet.

Regarding the website, Ann is expecting to receive pictures of 6-Pack TRials to post. John Johnson suggested that members send in pictures of their cars.

Tech Sessions – John Schilling is in need of one this weekend. On the subject of tech sessions, John and Joe are going to one this weekend for NASS (North American Spitfire Squadron). If anyone else is interested, let them know.

Murry mentioned that John Huddy's mother had passed away in Florida on September 24th, and that John was still down there with his brother and sister. Condolences were extended to Charma.

Having been very moved by the cake presented to him and Jacqueline for their 50th anniversary, Murry said that they have had many wonderful experiences in Buckeye Triumphs. The closeness and camaraderie in the group are very important and special to them.

The meeting was adjourned at 8:30.

Respectfully submitted, Charma Huddy, Secretary

Thank You from the Huddy's

Charma and I wish to thank all of you for the comforting words and caring thoughts, prayers and cards sent our way during my mother's illness and after her death. Our Buckeye Triumphs family is very special to us!

John Huddy

October Drive “A Legend”

By Bill Blake/Events

Sunday last with warm temps and the sun breaking through a group of BT Triumphs left Sunbury for a trip to Legends Orchard in Utica and then on to Kenyon College for possible future shot for the BT club.

Buck and Son, Bev and Gary:



The Legend cider was awesome!

A very British campus at Kenyon/Gambier:



Maybe an ideal place for our next group shot now that Murry knows the Campus police!

We did see some interesting students:



Yes the giant Pumpkin is real!



Hayrides were the norm for the Olde Mill but we thought a Spitfire would work better:



NASS Tech Session

Joe Lynch, Buck and Sean Henry and myself met this morning 10/6/07 at the McDonalds near I-70 and route 42 to head to Waynesville for a North American Spitfire Squadron tech session. With the warm weather and bright sun the drive south on 42 was beautiful. But the real beauty was Mike Ross' garage! Mike has one of the nicest garage seat ups that I have ever seen, it's a 4 bay garage with and industrial lift and every tool you could imagine.



Figure 5 Half of Mike's garage

The first part of the tech session involved replacing the front engine sealing block on Bill Tilford's Spitfire. This is where Joe "Ace Wrench" Lynch took over. Who knew that Joe was such a whiz in the garage? I personally think that Joe just needs to be in a garage that is capable of handling his level of skill and God knows he was in that garage! About a dozen or so NASS members were there wandering around watching the DVD that was playing in the garage or playing on the computer in the garage or enjoying the Tim Horton's Mike had there for all to enjoy. The other portion of the session was changing u-joints on a Spitfire which went well also. Mike ordered in one of every pizza that Donato's makes and there were cooler full of both pop and beer to keep you cool.



Figure 6 More of the Dream Car Garage.

After finishing checking out all of the fantastic equipment Mike had in the garage and seeing his parts warehouse upstairs and drooling on his fantastic looking Spit/6 chassis set-up that had the engine moved back 9 inches in the frame and the engine lowered about 1 inch, with a TR6 engine and a Supra transmission and every other trick item in the book, I now know that Dream Car Garage isn't on TV it's in Waynesville Ohio. Rumor has it that Buck is going to build a garage just like it that will become the new Buckeye Triumph Clubhouse. I only wish my house was this nice.



Figure 7 Tech session cars

Tech: Lack of Zinc in Motor Oils

By LN Engineering/Porsche Expert

The newest CJ-4 formulations are now limited in the amounts of Zn and P allowed, compared to the CI-4 formulations most users are familiar with. If the oil says CJ-4 or LE or "Low Emissions", even if it also lists CI-4 or CI-4+, more than likely it conforms to the new, lower levels, and should be avoided unless you have a 2007 and later diesel which requires these oils.

Although difficult to find, some manufacturers are continuing to produce their CI-4 oils, some of which can be found at your local auto parts stores. Check the label. If it says CI-4 or CI-4+ alone with no mention of a CJ-4, it's probably good.

The current API standard is SM, and calls for 0.06-0.08% Zn and P. The new CJ-4 standard which supercedes CI-4 calls for no more than 0.1% P, with some manufacturers reducing the Zinc content with the substitution of alternative anti-wear additives.

I do not recommend the use of any SM or CJ-4 motor oils in any aircooled Porsche, or any vehicle that can benefit from the added anti-wear additives such as pre-ODBII vehicles, such as our older British engines!

How can I boost the level of Zn and P?

One way would be to use GM's Engine Oil Supplemental additive. By our calculations, between .5 and .66 oz of GM EOS has to be added to each quart of oil to raise the Zn and P by 100 ppm each.

I recommend using 1 bottle (pint) of GM EOS with every oil change if the oil you are using has less than the recommended 1200-1400 ppm (0.12-0.14%) Zn and P. If the oil you want to use has less than 1000 ppm (0.10%) Zn and P, choose a different oil, since you will need to add too much of the GM EOS to boost this.

One pint of GM EOS is sufficient to boost the levels in the very popular Mobil 1 0w40 and Mobil 1 15w50. Alternatively, you can use Mobil 1 MX4T or V-Twin, as these oils have significantly more additives. If you were to blend 50/50 regular Mobil 1 and the Mobil 1 V-Twin, you will end up with Zn and P in the 1400-1500ppm range, which is basically like a SJ or CI-4 oil and should be ok.

For a four cylinder Porsche, 1 bottle of STP 4-cyl treatment (red bottle) is the perfect amount for boosting the Zn and P in a ~4 quart fill. Alternatively, about 1/3 of the bottle of EOS will be more than enough.

Do not overdose on these supplements, just add enough to get to .12% and leave your oil alone. If you feel the need to have higher levels, use a different oil that has them to start with! If the oil you are using needs more than 200 ppm of boosting, choose a different oil!

As EOS is no longer available, your only choice is to use the Red STP or even better, run an oil that have the right levels of Zn and P to start with.

Note: The Red can STP is labeled "4cyl Oil Treatment".

This is important for all of us as the oils we have been using are changing with very little warning to those running older design engines with flat tappets such as Triumph and Porsche. If you are driving a newer Porsche please disregard this article.

http://www.stp.com/oil_4cyl.html

<http://www.lnengineering.com/oil.html>

Notes from Members

From: Mark [mailto:triumphlodge@comcast.net]

Sent: Thursday, October 25, 2007 4:53 PM

Subject: Who's making your neighbourhood safer?

Hampshire police thought it would be a good idea to advertise on the rear of a bus. Their planning did not take into account the position of the exhaust pipe.....



From: Mark Uhlig [mailto:Mark.Uhlig@Linamar.com]

Sent: Wednesday, October 17, 2007 9:41 AM

Subject: Hot Rod Steaks



**See the temp. gauge on the manifold?
Know what it is for?**



From: Nelson Riedel [mailto:nariedel@roadrunner.com]
Sent: Sunday, October 14, 2007 2:22 PM
Subject: Buckeyes in the sky



From: billblake billblake@thekayesco.com
Sent: Thursday, October 25, 2007 12:04 PM
Subject: What a great idea!

Who would have thought of this? A mini-bar at a cruise in.....



From: Mark [mailto:triumphlodge@comcast.net]
Sent: Tuesday, October 02, 2007 5:16 PM
Subject: You are what you drive: TRF Summer Party 2007

As usual, I'm the "fusilier" here.

But Uncle Dave always is up for being part of a good laugh when he sees it.



These were taken by TRF's own Dan.

I'm sending him a note of thanks.

Mark

From: billblake billblake@thekayesco.com
Sent: Tuesday, October 02, 2007 2:25 PM
Subject: COUPLE OF PICS
Gillman's back to 50s party



Eric Jones Summer Party



From: Joe Lynch [<mailto:jlynch1@columbus.rr.com>]
Sent: Saturday, October 27, 2007 5:54 PM
Subject: Tender chicken !
The secret recipe revealed !!!



From: John [<mailto:johnjohnson@columbus.rr.com>]
Sent: Sunday, September 09, 2007 7:49 PM
Subject: Sweet Lambo

I saw this beauty at the Dublin Italian car show, you have to love that paint job. John



From: John [mailto:johnjohnson@columbus.rr.com]
Sent: Sunday, October 13, 2007 8:10 PM
Subject: World's ugliest Spitfire



From: GaryN [mailto:Garylaptop@columbus.rr.com]
Sent: Sunday, October 14, 2007 8:10 PM
Subject: RE: World's ugliest Spitfire

You're right, it is sure ugly.

Gary J. Nettler (Eventually Semi-Retired)

By The Banks Of The Little Miami October 07

'08 Greene County Farm Tour

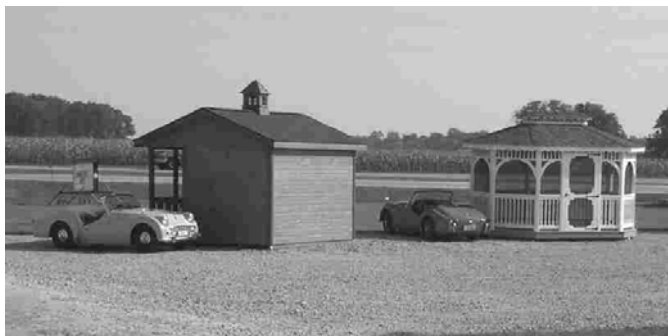
Another great Triumph Day. Seven cars, 17 people, and a great tour selection. Different farms than last year, and no pig farms! We also took in a covered bridge and country store before heading into Kettering for some vittles. I think I'll let Stan write this one up. Suffice to say all went well and all had a good time. Here are some pictures



Old Tractor Engine On A Farm. Very At Home...



Another Tractor Engine On The Farm, How Picturesque!



While Stan and the Rutledges looked for food their TR3s played Hide & Go Seek – Not sure who won, but the Blue TR3 looks to have an edge.... Blue? This is a B&W picture...



Obligatory Fudge From Lorna The Fudge Pusher Passed Off By The Fudge Pimp, er, Chairman. Heck, No wonder we all have bellies! Burp!

Tales Of The FrankenStag Take 1: Evolution, errr, De-Evolution, Of The Cockpit

I was just looking through a few old photos of the Stag here on this confuser, er computer, and it dawned on me just how much the dash has changed. From stock to not in three years. Okay, normally it takes me less time than that to screw up a car, but give me a break – I'm getting older. This is a sad tale of things getting older, things breaking, and an owner that thinks many of the controls you have in a car are over-rated.

Phase 0: From Trade For 8 To Back From Branson

This is a picture of the interior just after I traded Doug Braden the TR8 for the car. An offspring, whom shall remain nameless, broke the stalk off the adjustable driver's side door mirror, so the door panel was off as I fixed that (If you ever need to do this seek me out).



Interior As I Got The Car, Parcel Shelf Still To Install

The car at that time was not stock, okay, the center console had been modified so the Stag shifter would fit a Turbo-350, but besides that it pretty much was the way it would come from the factory, except that only about half the stuff worked...okay, maybe they came from the factory this way also! The wiring behind the dash was a mess – an ugly, scary mess. Since I abhor wiring messes, I tried my best to get rid of wires that had no purpose (such as the air conditioning wires since the AC unit was long, long gone), but I ran into DPO issues (Doug will insist it wasn't him ;-)) since many of the wires had been reused for other things, but were not documented. I ran down the circuits, taped and tied wires, and installed a cassette player for the ride to Branson.

Phase 1: Back From Branson to October 05

The infamous ride to and from Branson to attend TRA'05 has been well documented and still makes me laugh, so I'm not going to rehash here. As soon as I cooled down I was back into the car. I needed a large, accurate, reliable way to see the temp, which is not a description of the stock Stag

water temp gauge. I decided to go with a larger Autometer unit, and since I was replacing one gauge, I might as well do them all so they

- a) match
- b) are all as reliable as the new temp gauge

So...I ended up regauging the dash. Trying to save \$\$\$ I bought a smaller tach which gave me room to install two switches below it, one for radiator fan, the other for the stereo system (by this time I had an amp in the trunk to drive the rear speakers). Since the stock radio locations was vacant, it got a second voltmeter (monitor the green circuit voltage) as well as a switch in a birch plywood panel. Both fresh air vents went away so they could be used as gauge locations, driver's for the temp gauge, passenger's for a clock. Vents? My TR3 didn't need them, neither does this Stag... The idiot light wheel moved to a pod on the side of the steering column so a voltmeter monitoring the battery could be added.

The glove box was shot, and the shelf below it stored as much stuff, so I took the glovebox out and used the door to mount the cassette deck. Since it had an optional stereo line input I mounted a CD player shock-mount and attached a small personal CD player (think walkman) to that.

The rear speakers were somewhat hard to hear when kids were back there, so I mounted a single 4x6 speaker under the existing front center grille and used this as a sub-woofer for two satellite tweeters I attached to the top of the dash. This actually sounded pretty good!



Phase 1 Of The Interior – Check Out That Snazzy CD Shock Mount!

Phase 2: October 05 to February 07

One of the integration unfinished business items was the shifter. The bubbas that did the engine swap used the stag stock shifter since it was "close enough" when it came to working. I didn't like it since

- a) it wasn't lighted, so at night who knows what gear you were getting into
- b) the detents were in the wrong place, so it was

difficult to find some gears even when daylight

- c) the gear indicator panel could not attach since the shifter movement was more with the turbo 350 than the stock tranny – it had to float, which means even if the lights worked and the detents were in the right place you would still have to guess the gear.

I put in a B&M Hammer shifter, and that fixed the shifting problems, but it also meant the home for the window and interior light switches, as well as the heater control knobs and fan switch was removed and they had to be remounted. I did that using my trusty sheet of birch plywood.



Phase 2: Center Console Removed & New Panel Under Dash For Switches And Heating Controls

I just moved the switches and control s to a little panel under the center of the dash. I also got rid of several air controls since the AC was gone. This dash configuration got us through 2006 and all the tours and meets.

Phase 3: February 07 to August 07

Although by late in 2006 the CD player on shock mount had gone the way of Goodwill and had been replaced by an MP3 player, the dash still was pretty much in the same configuration as it was a year earlier. I decided that the dash switches under the tach were clunky, hard to operate, and looked bad (wow, took me that long...). In addition, I needed a CD player with an MP3 input and I was tired of looking as the modified glove box door with the cassette player in it. Sooo, I got out my tools, a VISA card, and I:

- a) Replaced the glove box door with a panel of trusty birch plywood
- b) Mounted a CD player in the new panel
- c) Mounted four switches in the new panel
- d) Got rid of dash switches on the instrument cluster and used the switches on the new panel instead
- e) Got rid of the front speakers – turns out when the family isn't in the car I can hear the speakers in the rear, and when they are in the car, we're talking

and I can't hear the music anyway...

- f) Replaced the small tach with one the same size as the speedo – dash symmetry was restored

This configuration got us to shows this Spring as well as TRA'07.



Phase 3: FrankenStag Dash In April 07

Phase 4: August 07 to Present

It still wasn't perfect – I wanted the switches to be closer and wanted to move the idiot light wheel back into the dash. I also wanted 12V outlets to charge the cell phone & MP3 player. Last month's Tales recounted that ordeal, the dash upgrade happening at the same time I rebuild the dash wiring, fuses, relays, and heater box as well as upgraded the engine and tranny cooling. The dash now looks like this:



Phase 4: Current FrankenStag Dash – Cubbyhole Back In Place Of A Glove-Box.

The dash is covered with green vinyl matching that exterior, and is much simpler and more functional. I've also eliminated a lot of functions that some folks might want, but that's just because they are girlie-men. Girls, you don't count since you'd never head this direction anyway...

So what's in the future? Don't know. I'm pretty much happy with this, so we'll see how it goes.

Take 2: Switching To LEDs

Those that have noticed the car lately might note that I've gone all LED lighting except the headlights (and those I'm looking at HID, but that's a story for some other month) .

The reasons are

1. I'm tired of changing light bulbs
2. I want to reduce current drain

LEDs, since they rely on hole-electron recombination using a biased PN junction to generate photons (light) rather than a hot filament, are much, much more efficient, and have much longer lifetimes. Stuff I built in the 70's using LEDs is still happily blinking. Also, they don't generate heat!

There are a lot of different lights on the car, but all of them are available on the market in a range of colors except the very small screw-in lights in the idiot light cluster. I bought mine from superbrightLEDs.com, but there are plenty of other places. You have to replace the flashers for both the turn and hazard signals with special units since the LEDs don't draw any current like the incandescent bulbs. These are not cheap, but they seem to work well.

In general, the LEDs are still not quite as bright as the incandescents they replace unless to go with 19 LED bulbs, or spring the bucks for the new super-super bright LEDs – these are as bright as incandescents. So far I've been happy with them, and nobody's complained they cannot see.us.

The idiot light cluster was fixed by my soldering on some modified small instrument lighting LEDs. I had to cut off the bulb holders/contacts and solder these on – before soldering I used some hot glue to hold them in place. Worked well, about twice as bright as the old bulbs.



Original Idiot Light Cluster Bulb Holder On Left, One With LEDs Installed On Right. Not Shown Is The Idiot Focusing The Camera & Taking The Photo...

They Best Of Cars, And The Worst Of Cars, Mostly Worst.

Just in from Chuck White - Time/CNN strikes again!

I see that Time has a list of the 50 worst cars of all time. Alas our Triumphs seem to be well represented:

The Triumph Stag makes the list at number 20:

"You could put all the names of all the British Leyland cars of the late '60s in a hat and you'd be guaranteed to pull out a despicable, rotten-to-the-core mockery of a car. So consider the Triumph Stag merely representative. Like its classmates, it had great style (penned by Giovanni Michelotti) ruined by some half-hearted, half-witted, utterly temporized engineering: To give the body structure greater stiffness, a T-bar connected the roll hoop to the windscreen, and the windows were framed in eye-catching chrome. The effect was to put the driver in a shiny aquarium. The Stag was lively and fun to drive, as long as it ran. The 3.0-liter Triumph V8 was a monumental failure, an engine that utterly refused to confine its combustion to the internal side. The timing chains broke, the aluminum heads warped like mad, the main bearings would seize and the water pump would poop the bed - ka-POW! Oh, that piston through the bonnet, that is a spot of bother."

On The TR7 - Entry 25 it says:

"The shape of things to come" quickly became the shape that came and went, in a great cloud of "good riddance." The doorstep-shaped TR7, and its rare V8-powered sibling TR8, were the last Triumphs sold in America and among the last the company made before it folded its tents in 1984. The trouble was not necessarily the engineering, or even the peculiar design, which looked fit to split firewood. It was that the cars were so horribly made. The thing had more short-circuits than a mixing board with a bong spilled on it. The carburetors had to be constantly romanced to stay in balance. Timing chains snapped. Oil and water pumps refused to pump, only suck. The sunroof leaked and the concealable headlights refused to open their peepers. One owner reports that the rear axle fell out. How does that happen? It was as if British Leyland's workers were trying to sabotage the country's balance of trade. Oh yeah.

Oh, the ignominy... Here is the link to the list:

<http://www.time.com/time/specials/2007/completelist/0,,1658545,00.html>

Well, at least we have two cars that made a candid public list!

Caption Contest

Send me some captions for this photo. I'll print any and all I can. Winner receives nothing but kudo's for making fun of Pete in this Farm Tour photo...



Here are some samples:

“Now we know why they call him the Fudge Chairman!”

“Where’s the handle to flush this thing?”

“Hey, who replaced the blue-goo with beer, oh, never mind...”

“Damn women, didn’t put the seat down...”

“Okay, who just gave at the office?”

“Man, when he yelled ‘Fire in the Hole’ he wasn’t kidding!”

...and...

“Someone tell the farmer someone’s been training his horses....”

Nashville British Show 2007

By Jeff Zorn/LBC Co.

One of our favorite events during the year is Nashville. We have been members of the club for a number of years and every time we go it is one of our "mini vacation" spots. (weekend long event) We arrived on Friday under clear skies and the rest of the weekend was to be the same according to the weather-persons.

We checked into our hotel room and met Ginger and Mark Endicott for a trip to the local pub next door for a few pints and some snacks. Jan even had time to do some shopping at one of the local malls.

Friday night at the hotel was the registration and pot luck reception with enough good down home cooking for dinner. It was good to see lots of smiling faces there, some we have not seen for a year, others we see a few times during the year. People have come from all over the surrounding states for this event since it is a great central location. This

year there was a new host hotel and IMO it was very good, being almost brand new.

Saturday we were at the field early for our usual setup and Aaron joined us again to give a hand. We were set up in just over two hours on the flat and neatly trimmed grounds of Pinkerton Park in Franklin. The show starts at 10AM which is really nice (I wish more shows started later in the AM like this one instead of the 8 or 9AM times for most) It makes for a perfect length day for participants and reasonable set up hours for vendors.



The sun was out and not a cloud in the sky as just over 90 LBC's entered the field for the event. As we have been seeing most of this year attendance has been down at almost every show by about 10-20%, why? Gas Prices, Economy, cost of show, too many other activities? Let me know your thoughts please, be interesting to see why folks are not attending as much this year. I know the clubs want to know, can they do something differently to attract more participants?

Rick Winkel took some photos for me this week as well as a few by Aaron and I even got a chance to walk around and take some too and look at the cars on the field. Each person attending also was provided a picture of their car as they entered the field, nice touch by the club.

Twins Tara and Kara also modeled one of our items for us as they have done for the past several years. Thanks ladies for doing this for us.

Awards were presented at 3:30PM along with some of the door prizes which included a nice \$500 gift certificate from Coker Tire and a set of tires provided by Firestone. These prizes should be a really good draw for this show too, so if you did not make it this year come on out next year and get a chance at one of the nice door prizes.

Following the show we joined several of our club members for dinner at a local bistro before it was time to head out for the evening. The plan was to leave the QE3 and the Big Honker down in Nashville and we were going to fly back to Detroit on Sunday. Saves some wear and tear on the truck and trailer and about \$200 in diesel since we were heading

to Jekyll Island, GA this weekend for the Triumph VTR Regional there.

Now the really fun thing was my chance to drive a Triumph for the very first time. Mark had to get three cars back to his house, plus we had to the Truck and Trailer back too. So he let me drive his beautiful 1966 TR4, while he took the Bugeye and the ladies to the yank iron. Mark has a Toyota 5 speed in the TR4 and that really makes it nice but I only had a chance to get into 5th once. The car drives like a dream, far better than most MG's I have ever driven. It is really a peppy little car too....now I wonder if one will follow me home one day. Now which MG do I get rid of ;) I did find it a bit hard to get into though and once in there was no place for my left foot, but I made do. (wonder how long it will take my friend Chris to comment)



From Auto Express: 10th October 2007

Triumph TR is back!

From: Auto Express News

<http://www.autoexpress.co.uk/news/autoeexpressnews/210892/triumph.html>

Is another of Britain's most famous names set to make a comeback? We look into the sensational plans.

Photos: Poblete



In the first of two shock scoops about one car giant this week, Auto Express can exclusively uncover exciting plans by BMW to bring back one of Britain's best-loved marques – Triumph is on to a winner!

Last week, the firm announced its plans for the future. Part of this strategy was the introduction of the long-awaited SUV version of the MINI – but bosses also described why they are aiming to expand the company with new brands.

Despite speculation that Jaguar, Land Rover and Volvo are in the frame as targets for acquisition, our sources have suggested that BMW will add to its portfolio by reviving a classic badge – and Triumph is top of the list. The historic British marque, which the maker took over when it bought MG Rover in 1994, would be a clear choice to market a rival for the new, Chinese-owned MG TF roadster.

Our pictures reveal what a modern Triumph car could look like, taking its styling inspiration from the classic TR4. Just as the new MINI's design was heavily influenced by the Sixties classic, a reinvented Triumph would be a retro remake.

BMW is committed to launching more premium models as it bids to gain a bigger slice of the most lucrative areas of the new car market. And these pictures show how an upmarket two-seater could offer a premium alternative to the Mazda MX-5. With a raft of class-leading engines and platforms in the BMW stable, the roadster would be a

force to be reckoned with. However, there are obstacles to overcome before any Triumph car could be built.

One problem may be Triumph the motorcycle manufacturer. The firm confirmed the car and motorbike brands are separately owned. A spokeswoman for the firm told us: "BMW owns the rights to Triumph Cars, which is entirely separate from Triumph Motorcycles. We are therefore not privy to any activities they may be planning and are unable to comment".

As well as using the household name to market a new roadster, BMW would benefit from having Triumph models to test its low-weight materials and new technologies before using them on mainstream cars. But bosses will be watching with interest Audi's relationship with the Austrian motorbike maker KTM, which has already led to the production of the X-Bow track-day car.

In a recent statement, chairman of the board of management at the blue propellor, Norbert Reithofer, said: "The BMW Group explored all the options for future growth during the strategic review, including potential acquisitions or the creation of a fourth brand. However, this would require the new automotive brand to be a perfect fit for the company."

No official comment has been made about the Triumph project, but British car fans can expect to hear more on the ambitious plans by the end of the year.

Events 2007 - Bill Blake

November, 2007		
11/4	Sun	End Daylight Saving Time
11/5	Mon	Monthly Business and Social Meeting
11/6	Tue	Election Day
11/11	Sun	Veterans Day
11/12	Mon	Veterans Day (Fed)
11/22	Thu	Thanksgiving (Fed)
December, 2007		
12/25	Tue	Christmas (Fed)

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 vanordergj@embarqmail.com	Events: Bill Blake (614) 403-1074 billblake@thekayesco.com
Newsletter Editor: Bruce Miles (740) 587-4179 bmiles@buckeyetriumphs.org	Secretary: Charma Huddy 614-846-2321 jhuddy@columbus.rr.com
Webmaster: Ann Gillman 614-891-3733 AGillman@aol.com	

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: 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@embarqmail.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: Kim Miles [mailto:kim@intinfo.com]
Sent: Thursday, October 18, 2007 10:34 AM
Subject: Another Chinese Toy Recall...



- have to apologize before you can ride it again.
- If your Triumph doesn't look good, you can paint it or get better parts.
- If your Triumph is too loose, you can tighten it.
- If your Triumph smokes, you can do something about it.
- It's always OK to use tie downs on your Triumph.
- Triumphs always feel like going for a ride.
- Triumphs don't care about how many other Triumphs you have ridden.
- Triumphs don't care about how many other Triumphs you have.
- Triumphs don't care if you are late.
- Triumphs don't have parents.
- Triumphs don't insult you if you are a bad rider.
- Triumphs don't mind if you look at other Triumphs, or if you buy Triumph magazines.
- Triumphs don't whine unless something is really wrong.
- You can ride a Triumph as long as you want and it won't get sore.
- You can ride a Triumph any time of the month.
- You can share your Triumph with your friends.

Anonymous:



From: Joe Lynch [mailto:jlynch1@columbus.rr.com]
Sent: Tuesday, October 16, 2007 5:24 PM
Subject: Triumphs vs. women

Why Triumphs are better than women

- Your Triumph doesn't get upset when you forget it's birthday.
- You don't have to talk to your Triumph after you ride it.
- You can choke your Triumph.
- Your Triumph doesn't get mad when you ignore it for a month or so.
- Triumphs don't get jealous if you come home with grease under your fingernails.
- Triumphs don't snore.
- Your Triumph won't wake you up at 3:00 AM and ask you if you love it.
- Your Triumph won't leave you for another rider.
- If you say bad things to your Triumph, you don't

From: James D. Franchello [mailto:james@intinfo.com]
Sent: Monday, September 24, 2007 9:52 AM
Subject: Life's Rules

1. There are two sides to every divorce: Yours and Shithead's.
2. The closest I ever got to a 4.0 in college was my blood alcohol content.
3. I live in my own little world but it's OK, everyone knows me here.

4. I saw a rather large woman wearing a sweatshirt with 'Guess' on it. I said, "Thyroid problem?"
5. I don't do drugs 'cause I find I get the same effect just by standing up really fast.
6. A sign In a Chinese Pet Store: "Buy one dog, get one flea."
7. Money can't buy happiness but it sure makes misery easier to live with.
8. I got a sweater for Christmas. I really wanted a screamer or a moaner.
9. If flying is so safe, why do they call the airport the "terminal"?
10. I don't approve of political jokes. I've seen too many of them get elected.
11. The most precious thing we have is life, yet it has absolutely no trade-in value.
12. If life deals you lemons, make lemonade; if it deals you tomatoes, make Bloody Marys.
13. I love being married. It's so great to find that one special person you want to annoy for the rest your life. 14. Shopping tip: You can get shoes for a buck at bowling alleys.
14. I am a nobody, nobody is perfect, and therefore I am perfect.
15. Everyday I beat my own previous record for number of consecutive days I've stayed alive.
16. That Claudia Schiffer must be a genius because I told a friend my plan to attain world peace, and he told me I have "Schiffer Brains."
17. No one ever says "It's only a game!" when their team is winning.
18. Ever notice that people who spend money on beer, cigarettes and lottery tickets, are always complaining about being broke and not feeling well?
19. How long a minute is, depends on what side of the bathroom door you're on.
20. Isn't having a smoking section in a restaurant like having a peeing section in a swimming pool?
21. Marriage changes passion...suddenly you're in bed with a relative.
22. Why is it that most nudists are people you don't want to see naked?
23. Snowmen fall from Heaven unassembled.
24. Every time I walk into a singles bar I can hear Mom's wise words: Don't pick that up, you don't know where it's been!"

Classifieds

PARTS...PARTS...PARTS -

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

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

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

Free

I have a TR3 Block in my parts stash, and would like to find a good home for it - if you are interested, please call 740-587-4179 or email bmiles@intinfo.com

Bruce Miles

FOR SALE

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



All cosmetics are new (interior, trunk, pimento red paint, top, bumpers re-chromed), and the engine was rebuilt by Sam Halkias with new stainless exhaust. It has overdrive and a rollbar. Price \$12,500. Reduced to \$11,000 - If interested, contact Steve Hughes - 614-296-6074 - shughespk@yahoo.com

FOR SALE

Chuck Davis 1972 TR6

Pimento Red, new tires (with around 1,000 miles). Chuck has a new interior (complete) for the car that needs to be installed and miscellaneous other parts.

Asking price: \$3,000 - Call Chuck at 740-335-8159

Mary Harp's Spitfire FOR SALE

Mary Harp has decided to sell her Spitfire. John Huddy and I went over and looked at it on Thursday night. Here's the note that I posted about it on our Spitfire list.



OK, here's a great deal for someone. A lady in our local club has decided to sell her Spitfire. It's been in her family for 18 years. I went up and looked at it tonight, and here's what I saw - 1972 Spitfire Mark IV, Pimento red (resprayed sometime along the way), black carpet in good shape, tan seats and door panels, good chrome bumpers. The frame looks straight with no rust through that I could see. Very small rust spots on the rocker panels. It started right up, but I had to keep the choke pulled out to keep it running. I took it out for a little drive and it seemed to run well. Brakes OK, a little grinding going into second gear, all electrics seemed to work, no knocking or smoke from the engine, new exhaust, clutch slave, starter.

Now the great part....there are tons of brand new parts that go with this car !



They have been collecting parts for years, with the hope of a full blown restoration someday. You can't believe the amount of stuff that's there. There is a ping pong table with hundreds of unopened boxes of parts on it, along with another pile on a separate table. There is probably somewhere between \$4000 to \$5000 worth of new parts. Some of the things that I saw were: Lucas alternator, floor pans (both sides), rocker panels, windshield, radiator, convertible top, tonneau cover, brake drum, brake hoses, brake master, brake shoes, carb rebuild kit, clutch kit, bearings, 2 exhaust systems, fuel pump, gasket sets, several sets of shocks, all sorts of suspension parts,

moldings and assorted seals/rubber parts, water pump, and the list goes on and on..... All of these parts are new, and still in their original boxes with part numbers and labels still on them. There's also lots of tools - Hub puller, spring compressor, colortune, Haynes manual, bearing pullers, etc.

She doesn't want to sell the parts separately, she wants everything to go at one time.

The car is located here in Central Ohio. I have some photos available that I can e-mail to interested parties.

Here's a great chance to get what appears to me to be a solid car, along with enough parts to build another car.

I have no financial interest in this car, but I have agreed to assist her in finding a buyer. She just doesn't want lots of lookers, questions, phone calls, etc. I will field the initial calls and e- mails, answering as many questions as I can, and then turn serious buyers over to her. I feel that she is looking to get \$5000 to \$6000 for the whole lot.

I thought that I'd give NASS'ers first crack at this car, then if there are no takers, she may go the Ebay or Craig's List route.

Joe Lynch Columbus, Ohio NASS #236 (614) 444-1519

FOR SALE

From: Bruce Clough [mailto:clough@erinet.com]
Sent: Saturday, August 18, 2007 9:44 AM
Subject: TR3 For Sale

Looking for a project? Larry at 260-273-2740 has a TR3A (62000's number) in the midst of being put back together. He's got the chassis done, is mostly done with the body, and has got the drivetrain partially complete. From what it sounds he has significant sweat equity in the car. He lives south of Ft Wayne and wants to find it, and lots of spare parts, a good home. His asking price is \$6500.

Parts Wanted

From: Kmbriegel@aol.com
To: clough@erinet.com
Subject: TR3 Windshield

I am contacting you from the Chicago area. I am seeking the windshield glass for my 59 TR3. I know that I can get an aftermarket glass but I am trying to find an original with the Triumph logo in the glass.

If anyone in your area has a glass that they would like to sell I would be very interested.

Thank you for any assistance you may be able to offer.

Sincerely,

Ken Briegel
 630-362-6072
kmbriegel@aol.com

CARS WANTED

Very Serious buyer for:

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

Entire Collections Possible

ANY CONDITION - ANY LOCATION

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1930's – 1960's

Buying Restored Gas Pumps

Also other interesting cars.

European and American made

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Buckeye Triumphs
9023 Concord Rd.
Johnstown, Ohio 43031

