



# 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 the VTR Newsletter Award – 2003 and 2005!*

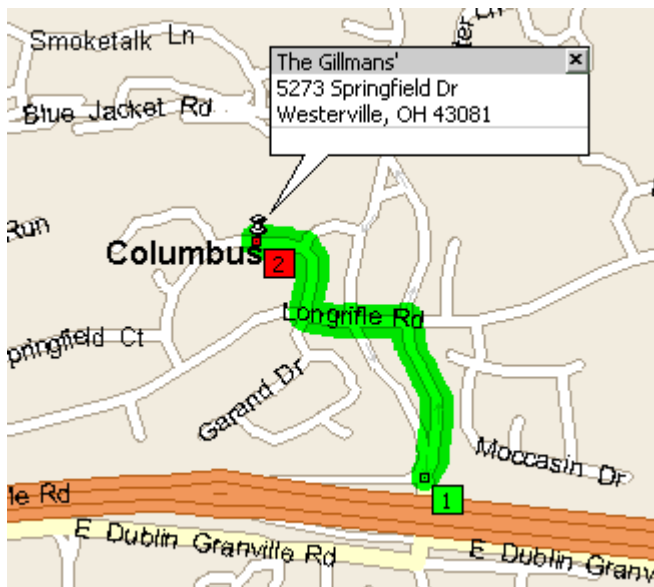
## October BT Meeting at the Gillman's - Monday, October 6<sup>th</sup>

The BT meeting for October 6th is a chicken fry and garage tour at the Gillman's, where Greg's uncle's Southern Indiana-style fried chicken will be provided for all. PLEASE plan to bring your own beverages, adult or soft, and if you'd like to bring a side dish or dessert, that would be great, too!

If you have any questions, you can contact Greg or Ann at: 614-891-3733.

Plan to arrive at 6:30 PM.

5273 Springfield Drive, Westerville, OH 43081



Hope to see you there!

Greg and Ann Gillman

## Editor's Corner

Happy October everyone! If it's October, then it must be time for our fall tour of the Gillman's garage and also time to eat Greg's Uncle's secret recipe formula. If you have not attended this in the past, you don't want to miss it this year. Thank you Ann and Greg!

September was a blur, and TRials was Great! It was rainy and nasty in Columbus, but it was hot and sunny in Tennessee. I believe a good time was had by one and all!

We certainly had a blast on the "Tail of the Dragon" .

(as seen in the following 2 photos...)



The Miles contingent went out early (before the organized TRials event) and was on the trail just as the fog lifted off of the valley. It was a challenging drive, and we came back in one piece!

The drive down and back to Tennessee was much less troublesome (if you can call a caravan of 18 cars less troublesome) – but we got there it pretty good shape.

Ryan bought the picture of Kim and I above, and had it blown up and framed as a gift – I'll be sure to bring it on Monday.

I'm already looking forward to TRials next year on the beaches of New Jersey.

I was unable to attend the 60<sup>th</sup> Anniversary event at Watkins Glen the week before TRials. Bob Mains, Murry and Jim VanOrder did make the trip – Sam came in 1<sup>st</sup>. He fielded 2 other cars that his friends and sponsors Jack Madison and Jim Stouffer from Catawba Yacht Club drove, and they did great as well. (I believe that Jim got the

“Hard Charger” award for moving up so many positions during the race.

Look for pictures from “The Glen” in this month’s newsletter.

I believe that we have had one our most active years thus far, the club is growing and I believe our driving events are getting better and better.

All from me this month – I hope to see you at the Gillman’s Monday night.

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



## President’s Corner

It seems like thing’s have slowed a little since I last wrote my little blurb.

Our club had something going on every weekend this summer. September of course brings us the 6-Pack TRials and that’s a good thing, but more on that elsewhere in this issue.

As per the vote at our last club meeting Tim and Lee Swartz will be hosting our January Holiday party. I think their house will allow us to socialize in a more comfortable setting than other locations can provide. I think everyone enjoyed last year’s party at the Henrys home and this year should have the same feel to the event.

There was a slim showing of Triumphs at Quaker Steak and Lube for the final British Car Night of the year. Buck Henry and I had the only Triumph’s in the lot and we were joined by Terry Birchler and his kids and Joe Lynch.

John and Charma had a get together at Candlewood on the 28th and I hope all went well since the weather was very nice for a drive. I received my final order of the very popular tie dye Night Drive shirts so if you want one I have a few extras.

The first Friday of 6-Pack TRials everyone wore their tie dye shirts that day and I can’t tell you how many people asked my about them. In fact I have to ship one to Illinois for someone who saw them online! It makes me feel good to see people enjoying the shirts and it’s even nicer to know we sent the Arthritis Foundation a check on behalf of the club.

Hope to see everyone at the Gillman’s on October 6th for our next meeting. The Coronel and his secret herbs and spices don’t even compare to the Gillman’s fried chicken.

Gotta motor.....John

## BT Meeting Minutes

Minutes of September, 2008 Buckeye Triumphs Business Meeting

Attendance: Bill Blake, Buck and Mary Henry; John and Charma Huddy; Jacqueline and Murry Mercier; John and Max Johnson; Jim and Margo Washburn; Howard and Pam Jefferson; Bill and Jennifer Reinheimer; Bob Mains; Bruce

Miles, Joe Lynch; John VanNorman; Chuck Davis, Ann and Greg Gillman, Bev and Gary Nettle, Jim and Gayle VanOrder, John and Becky Hartley, Brian Tucker, Carol and Sam Halkias, Kevin Eschhofen, Lisa and Steve West, Steve Neumann, Tim Brause, John Schilling, Mike Leatherman, Allan Burtis, Josh Blunck.

The September 8th, 2008 meeting of Buckeye Triumphs was called to order by President John Johnson at 7:30 pm at City Barbecue in Reynoldsburg. John thanked Howard and Pam Jefferson for arranging the meeting and thanked everyone for the great turnout. 40 people present this evening! The club will receive a portion of the proceeds this evening from City Barbecue.

Two new members were introduced: Tim Brause from Bucyrus purchased a 1980 TR7 in June with a locked-up engine. He rebuilt the car and got it running. Also, Steve West, husband of Lisa, was present for his first meeting. Welcome!

With sadness, John announced the passing of Eric Jones following his annual Summer Party on Sunday, August 24th. Eric was a good friend of Buckeye Triumphs, attended meetings and helped many of us with our cars. We shared remembrances and amusing anecdotes about Eric. He will be sorely missed. Our deepest sympathy is extended to Susan. Jacqueline noted that it was very loving and courageous of Susan to have the Summer Party this year.

Recap of recent events:

- 2nd Annual Joseph Lucas Night Rally, August 9th – 14 cars complete with tie-dye clad BT members participated. (Shirts have netted a profit of \$186.92; John has received a shirt order from someone in Illinois!) John and Kim donated the Lucas Cup Award which will rotate yearly to the next winner. (Winner determined based on questions answered after the drive.) This year’s winner was John VanNorman. Congrats, John!! To the great dismay of Sam Halkias, no one got the firing order of the TR6 correct.
- The Robco British Car Auction in August was attended by several BT members.
- Reinheimer’s Put-In-Bay gathering August 9th and 10th was attended by 10 people. A great time was had by all.
- Sunday drive, August 31st – Great weather; drove Rt. 257 to meet Tim and Lee Swartz. Nice drive back to the Rusty Bucket in Worthington Hills.
- Watkins Glen, NY – Sept. 5-7 – Winning weekend for Sam Halkias. Triumph was the featured marque, and 36 TR’s raced. Renowned Kas Kastner admired Sam’s modifications to his car which was the highlight of Sam’s life. The original Watkins Glen road race was recreated, and a festival type atmosphere prevailed.

Upcoming events:

- 6 Pack TRials, Townsend, TN, Sept. 11-14. 9 cars from our group are going. Early departure from

Stringtown Rd. McDonalds at 6:30 am. Second group departure time 8:30, same location.

- Quaker Steak and Lube – last British car cruise-in of the season, Sept. 15th.
- Huddy’s drive to Candlewood Lake, Sunday, Sept. 28th.
- Gillman’s 3rd annual chicken fry, Monday, October 6th. BT meeting to follow.
- Holiday party – January, 2009 - still pursuing options for the location. Tim and Lee Swartz have offered their home; we voted to go there instead of a party facility.

Tech sessions are important ways to share knowledge among members. Please schedule as needed.

Regalia – let Bob Mains know if you have something you would like to have embroidered. Interest has been expressed in getting women’s style shirts.

The BT website looks fantastic, per John. Keep forwarding your pictures to Ann.

Jim VanOrder reported that we’ve had 7 new members this year. Here tonight are: Tim Brause, Josh Blunck, Brian Tucker, and Lisa and Steve West. Treasurer’s report: Our balance is \$2,209. The proceeds from the night rally shirts will be sent to the Arthritis Foundation.

The British Car Council Wrap-Up meeting was held in August. British Car Day netted \$295. Canine Companions will receive \$500. John Huddy had two plaques from the 2008 show available for \$12 each. Both were sold at the meeting.

50/50 raffle winner – Howard Jefferson, \$34. Congratulations, Howard!

The meeting was adjourned at 8:30.

Respectfully submitted, Charma Huddy, Secretary

## **TRiumphs at TRials**

When September rolls around and you own a TR6 or a TR250 that means its time for 6-Pack TRials! I for one anticipate TRials every year and consider it the perfect culmination to a summer as a Triumph owner. This year Buckeye Triumphs took 19 people and 8 Triumphs to Townsend Tennessee for the festivities. We met up with Todd Bermudez’s group from Cincinnati and we formed a rather large caravan and headed south. Our drive to TRials was much less eventful than last year’s trip to Hershey Pennsylvania, the only incident being some vapor lock issues with the Washburn’s TR6. The Valley View Lodge in Townsend was very nice and after checking in we all headed to the welcome dinner at The Lily Barn, along a scenic creek. When we woke up Friday we lined up for the planned drive. Not just any drive though, this route I have heard numerous stories about and was eager to experience it and find out if it was up to all the hype. If you own a motorcycle or a sports car you have had to of heard about “The Tail of the Dragon”. Route 129 South goes from

Tennessee to North Carolina and is only about 11 miles long (in the part that matters). But this road climbs the side of a mountain and contains 318 turns. Yes 318, and zero guardrails on this road that hugs a mountain. It is the single greatest driving road I have ever been on and driving it was beyond what I imagined.

The drive up the Dragon was nice but being in a group of 60 or so TR6’s did not allow you to have too much fun other than checking out the amazing scenery. After some shopping and sightseeing at Deal’s gap at the end of Route 129 a few of us decided to check out the Dragon at speed. Buck and Mary Henry, Bill Reinheimer, Joe Lynch and Kim and I got the ride of a lifetime. I waited a while to allow all the traffic to clear in front of us and then our 3 cars blasted down the mountain. The corners come at you rapidly and one mistake can cost you, we were told before we headed out that 2 motorcyclists lost their lives on 129 the weekend before. But we were moving as fast as our Triumphs could go on the way down and it’s an exhilarating rollercoaster of a trip! If this road was in Ohio it would have 11 miles of guardrail, 150 speed bumps and 20 State Troopers on it to make sure no one smiled or had anything resembling fun on it but in Tennessee we weren’t bothered by any of this nonsense. You could actually hear the people in the other cars screaming (Mary) or tires screeching (Buck).



Figure 1. Buck & Mary on the Dragon

When we returned from the drive it was time to play Family Feud. Our host for the game was none other than Buckeye Triumphs own Bruce Miles. There were 4 teams competing at TRials this year and Buckeye Triumph had its own team. Becky Hartley, Joe Lynch, John Huddy and the one and only Kim “2 Tire” Johnson. It didn’t take long for Kim to embarrass herself with another of her hilarious answers. The car show was Saturday and some of our club took home awards. The Van Order’s took second in early TR6, we won first in late TR6 and the Miles won third place in TR250. Following the show was a poker run and another drive on the Little River Road. Most of our group had done

enough driving for the day and since the Dragon was not going to be topped we heading for Gatlinburg for some sightseeing and a good meal.



Figure 2 Charma sees some goodies!

Gatlinburg was such a blast and on the way back to Townsend we got a "bonus" drive courtesy of an unhooked GPS unit and the fact we some of us may have been distracting the driver of the PT Cruiser. The evening banquet was great although seating was a little tight due to the tremendous turnout. The last door prize give away of the evening was a biggie and Greg let Kim draw the winning ticket and as luck would have it she drew Buck's number. Buck won a \$400 carburetor rebuild for his TR6, couldn't have gone to a man who needed it any more than Buck. Next years TRials will be held in Point Pleasant New Jersey, right on the coast and I'm already thinking about taking the whole family in 2009. There will be many more TRials to come but after experiencing The Dragon firsthand, 2008 will not be topped from a driving standpoint. From my personal perspective I can't tell you how nice it was that Bill Reinheimer and my good friend Joe Lynch both went this year, hopefully this will whet their appetite for future TRials.



Figure 3 Dragon Slayers!

John Johnson

### Local Sources

Editor's Note: No Input this month

### Rust in Peace

Editor's Note: No Input this month

### Notes from Members

From: Jacqueline or Murry [mailto:mercier@ameritech.net]
Sent: Wednesday, September 10, 2008 10:34 AM
Subject: Glen Photos

Bruce,

Here are a few photos from the Glen 60th experience:

Sam's 88 car in the winners lane



The 2nd place 250k Kastner prepared car



The 4th place 44 Tulus car



Bob mains and Grand Marshal Brian Redman sharing memories



(He signed photos from Bob's album)

This weekend ranks with one of my most memorable car events.

I have over 200 more photos and about an hour of video too.

Murry

-----  
**From:** Jacqueline or Murry [mailto:trsixer@yahoo.com]

**Sent:** Wednesday, October 01, 2008 5:07 PM

**Subject:** Sam Halkias' TR6 Winning Team Photos at the Watkins Glen Vintage GP, 9/5-7/08

Bruce,

Here are some photos from the U.S. Vintage Grand Prix of Watkins Glen, 9/5-7/08

The Feature TRIUMPH Race on Sunday was won by Sam Halkias in his #88 TR6. His other two 6s placed 3rd and 6th of 33 cars. His best lap time was 2:13. He remarked that with new rubber he would have bested the 2:10 time. Sam led the entire race and was never seriously challenged. There was a TR6 that he allowed to pass him on the first turn to avoid an accident. Sam passed him on the back strait and he lost his engine on the second lap trying to run with Sam.

The photos show Sam in the winning lane, his 'pit crew' which included Bob Mains, Jim VanOrder and me and his number 88 car. A highlight of the afternoon happened when Kas Kastner arrived to congratulate Sam and to view his unique suspension mods.

The number two finisher was the Kastner built TR 250 k car. The number four finisher was the Tullius Group 44 TR6 driven by Bill Warner.

Murry



-----  
**From:** Jacqueline or Murry [mailto:trsixer@yahoo.com]  
**Sent:** Wednesday, October 01, 2008 4:35 PM  
**Subject:** Bob Mains, Jim VanOrder and Brian Redman @ Watkins Glen Vintage GP, 9/5/7/08

Bruce,

Here are a few photos of Bob chatting with Brian Redman over Bob's collection of racing photos of Brian and others during Brian's racing career.

Brian Redman, Five-Time Formula 5000 Champion of Great Brittain, was the Event Grand Marshall. One of Brian's five Formula 5000 victories in 1975 was at the Watkins Glen race course. He continued to race into the 1980s including time with the Group 44 Jag racing team.

Jim, Bob and I have various autographs to validate the session.

Murry

*Editor's Note – I hear Bob had one extra autograph on the trip?*

**From:** Jacqueline or Murry [mailto:trsixer@yahoo.com]  
**Sent:** Tuesday, September 30, 2008 7:09 PM  
**Subject:** TRials 2008 Stuff

Bruce,

Here are a few photos of the Dragon and the Gap etc for use as you see fit.

I have a bunch more which I will burn to a CD.

Murry





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

**Subject:** Sunbury Cruise Sun. Oct. 5th

Hi BT faithful, This is like the last cruise of the season and a fun one, cars are on the courthouse grass and the antique stores are open, I am planning on going. Bill

Come on out and enjoy those last few good days of cruising !!

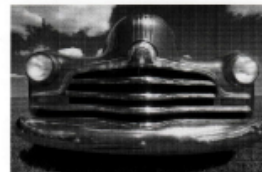
**The Sunbury Fraternal Order of Eagles present  
The 16<sup>th</sup> Annual Country Cruise In  
Sponsored by the Sunbury-Galena Rotary Club**

October 5<sup>th</sup>, 2008

On the Shady Sunbury Square

Registration 9 AM till 1 PM

Awards @ 4:00 PM



Best of Show

Car ■ Truck ■ Street Rod ■ Original Unrestored  
President's Choice Favorite 60

Church Service @ 11:00 in the Town Hall

Food – Entertainment – Door Prizes  
Registration \$10.00



**From:** Jim& Gayle VanOrder

[mailto:vanordergj@columbus.rr.com]

**Sent:** Monday, September 29, 2008 8:34 PM

Steve

Sorry to hear about your head, although I wonder why Sam does not want to install unleaded valve seats. There are not very many narrow port heads out there, Sam should know as he likes to use them on his race cars. I have two parts cars out back with the engines and heads on them. I need to find out how old they are. I will give Sam a call and ask him if he knows what the Serial No;s range is for the narrow port heads, will let you know.

Bruce do you have any early engines or would maybe Todd Bermudez have some. Let Steve and I know. Thanks

Jim

**From:** Neuvideo@aol.com [mailto:Neuvideo@aol.com]  
**Sent:** Monday, September 29, 2008 8:20 PM  
**Subject:** TR6 cyl. head

Jim, I took my engine over to Sam's last week. He called Friday with the good/bad news. The bottom half of the engine is in great shape. However, the guy that did a valve job on it 1,500 miles ago really mangled it. Sam said he'd have to replace all the valve seats, which he'd prefer not to do. So, I'm looking for an early (narrow port) TR6 cylinder head. Any suggestions on where to start? Also, any suggestions on how to store my radiator and gas tank while the rest of the restoration is going on?

Thanks, S. Neumann



**From:** Michael Morris Sr [mailto:mismcjm@alltel.net]  
**Sent:** Tuesday, September 30, 2008 8:23 AM  
These are pictures that Jason took last weekend while they were in Indiana at a Truck Show. They saw this car and thought of Mike and wanted to share the pictures in case it would give you some ideas!!!!

They said the guy who had it said the blue picture was the car before he started to work on it. Hope you enjoy. And I hope you are enjoying the nice weather that we are having.



**From:** Jacqueline or Murry [mailto:mercier@ameritech.net]  
**Sent:** Monday, September 29, 2008 8:24 PM  
**Subject:** Sunday BBQ at the Huddy's

Here are a few photos from Sunday.



**From:** Jacqueline or Murry [mailto:trsixer@yahoo.com]  
**Sent:** Monday, September 29, 2008 7:53 PM  
**Subject:** Fw: Thanks guys!!

John/Bruce,

As you know Dave made it home with his wounded Mini. The problem was a worn u-joint which cut the header... see photos in his message.

He had a three Mini car show at the 'pumpkin patch' at the SR61/SR229 intersection.

People stopped by and wanted to know when the next show was going to be so they could invite their neighbors. The farmer selling pumpkins and his customers provided the viewers.



It was good that Cris Clark came on to Candalwood and Hal went back with Dave. They are eager for other drives so we should keep in touch.

Murry

--- On Mon, 9/29/08, David Lindsey <minigent@sbcglobal.net> wrote:

From: David Lindsey <minigent@sbcglobal.net>  
Subject: Thanks guys!!  
Date: Monday, September 29, 2008, 2:12 PM

Hal & Murry:

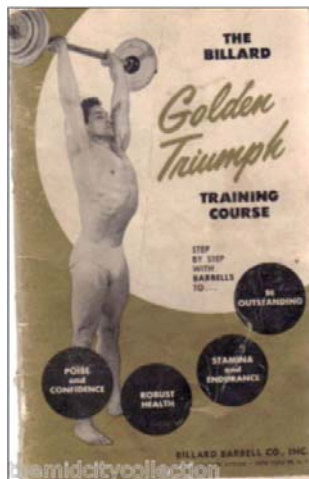
Thanks for all your help, and keeping an old man company. Here are some shots of my battle scars.



Put her up on jacks this morning just too see how bad it is. I guess that header air gets pretty hot. Melted the white caps right off the Quintin Hazel universals. Really weird.

mini  
dave

From: Mark Uhlig [mailto:triumphlodge@comcast.net]  
Sent: Monday, September 29, 2008 7:51 PM  
Subject: Hand me that Engine Block  
For the "Hairy-Chested" Triumph driver.



From: Mark Uhlig [mailto:triumphlodge@comcast.net]  
Sent: Monday, September 29, 2008 5:22 PM

"While trying hard to curb his enthusiasm, Mark Anderson was sure glad she put her top down for the TRF Summer Party Concours Car Show."



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

**Sent:** Monday, September 29, 2008 5:19 PM

Former 6-Pack Editor Kerry Fores.



*"I don't care what most guys do... Yeah, I gave it a name. Why do you ask?"*

**From:** Ann Gillman [mailto:agillman@aol.com]

**Sent:** Sunday, September 21, 2008 11:53 PM

**Subject:** A note of thanks

Garry:

Thanks so much for the kind testimonial! We are proud to say that the folks in Buckeye Triumphs are always at the ready to assist TR's anytime, anywhere--and they are really good at it!

Since you live in Ohio, it would be great if you could stop by one of our meetings sometime if you happen to be in the area. We meet regularly on the first Monday of every month; our next meeting is at our home in Westerville on October 6 (our annual club "chicken fry"). If you are interested, I'd be happy to send you the address. We also participate in the Columbus British Car Day (Sunday in May after Mother's Day), and would welcome any/all participants from your neck of the woods.

I'm also copying our Newsletter Editor, Bruce Miles, who does an amazing job, and our President, John Johnson, who has led a technical emphasis for our club this year.

Thanks again for the kind words, and we hope to see you at a meeting some day!

Ann Gillman  
Buckeye Triumphs Webmaster  
----- Original Message -----

**From:** [gbrewster](mailto:gbrewster)

**To:** [agillman@aol.com](mailto:agillman@aol.com)

**Sent:** Wednesday, September 17, 2008 9:39 PM

**Subject:** A note of thanks

I recently ran into a minor problem on my '74 TR6 when the hood / bonnet release cable broke. I found the solution in the 2001 edition of your newsletter. I made the tool suggested and it worked like a charm. If all of your news

letters are of the quality that that one was you have a great club and newsletter.

Thanks again for you help and assistance.

Garry Brewster  
5794 Valleyforge Drive  
Fairfield, OH 45014  
513-939-0243

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

**Sent:** Friday, September 19, 2008 1:52 PM

**Subject:** 928 Shark Club proposed Dyno Day

Hi Brad, I was just over at Pickups Plus talking to Kyle bout the dyno. He gave me a tour and I watched a corvette getting tested.

They have a car club coming Saturday and they are cooking out in the back lot and getting a run each for \$65/car. He would be happy to host us sometime on the same basis. 614-549-2828. on US23 just north of Orange Road on the west side of 23. Bill

**From:** John [mailto:johnjohnson@columbus.rr.com]

**Sent:** Monday, September 15, 2008 9:15 AM

**Subject:** TRials

I really like this photo. Thanks for everything, I had the time of my life. John

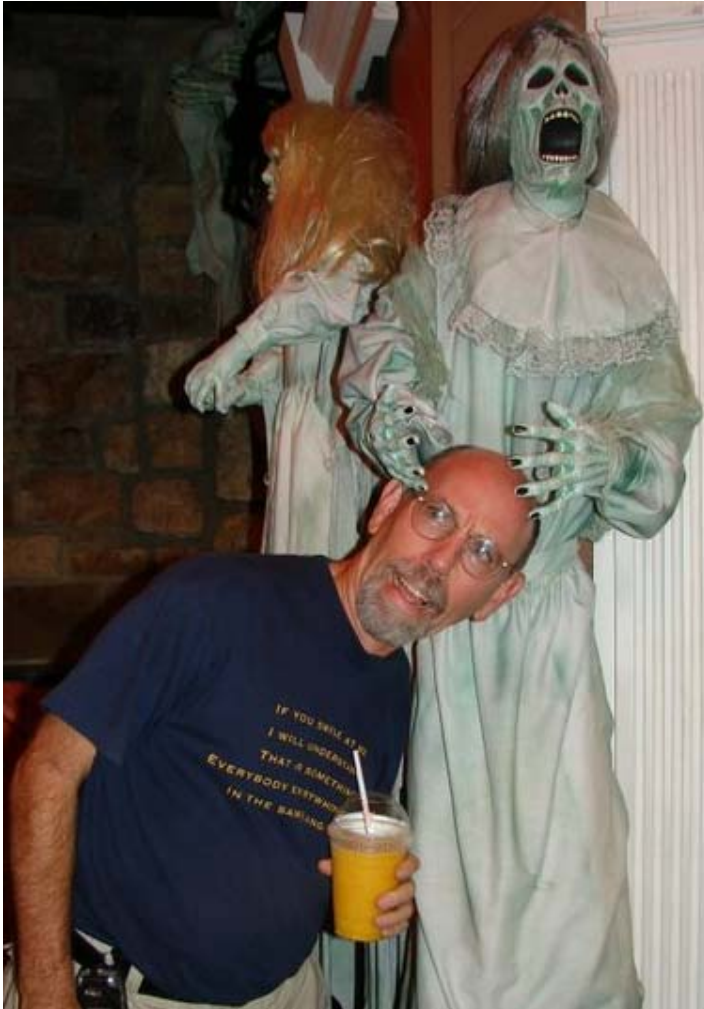


From: John Johnson]

Sent: Sunday, September 14, 2008 9:25 PM

Subject: Some Six-Pack pictures

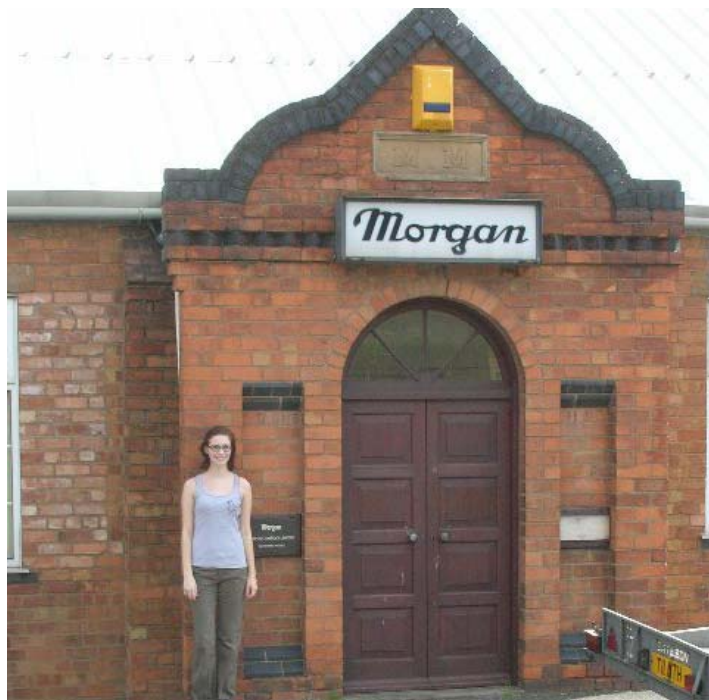




-----  
**From:** Brian Houha [mailto:houha9br@bellsouth.net]  
**Sent:** Friday, August 29, 2008 8:31 PM  
**To:** Yost, Roderic (Newark, OH-ADV)  
**Subject:** Aero 8 Series IV & AeroMax

**Aero 8 Series IV & AeroMax  
August 2008  
Philip Houha**

I've just returned from a trip to Mecca, er uh, Malvern Link. Pretty much the same place for the Morgan faithful.



One of my traveling companions, Laura Houha, first trip to MMC

We in the US are in a dry period for new Morgan cars. But, with the Centenary of the Morgan Motor Company upcoming in 2009 (see [www.morgan-centenary.co.uk](http://www.morgan-centenary.co.uk)) and some reassurance from the MMC directors, there appears to be a light at the end of the tunnel.

For the past 3 years only the Aero 8 Series II, then Series III and Aero America have been offered as Federalized cars for US consumption. The current models in production at MMC include the Aero 8 Series IV, a limited run of 100 AeroMax coupes, Plus 4, V-6 powered Roadster, 4/4 and 4/4 Sport.

Differences in the Aero 8 Series III and Series IV include:

Drive line: an engine upgrade from 4.4 liter at 325 hp to 4.8 liter, 367 hp BMW V-8 with 370 lb/ft of torque, an Automatic/manual gearbox.



Looks much the same as the 4.4 liter



The new Auto Box.

Body:

A larger boot (trunk) area due to the relocated fuel tank which was required by a new 50 mph rear end collision test required only in the US. There are body panel differences with additional cool air intake in the front end having a mesh cover on the "chin" scoop, intakes on either side of the lower grill section. There are hot air exhaust vents located on top of the wings between the headlamp nacels and the engine cowl. The former center located chrome fuel filler has been replaced with a very slick flush fit one to the right of center. The bonnet (hood for you Yanks) now has the beloved louvers along the top.



More cool air in.



More hot air out



Note the relocated fuel tank creates a larger storage area in the boot.

Interior:

There is a pleated seat offered as an option. The previously tucked away HVAC vents have been moved into a console at the front of the dash. This console also has a transmission gate indicator and a new lift up hand brake. Some will miss the classic "fly off" hand brake, but this is a very functional and good looking unit. Something pleasing to me at 6'3" is a new adjustable steering column that permits me to see through the steering wheel and actually see the instruments. This has been a problem for we tall folk in the Series II and Series III. I still can't sell these cars to members of the Denver Nuggets.



What is it about louvers??



Optional diamond pattern pleated seats.



Aero 8 dash



Shift gate indicator.



Note the new console, AC/Heat vents and the new handbrake.

#### In General:

The Series IV still has great bits of technology incorporated under the skin. ABS, cruise control, electronic brake distribution, drag torque control, six pot brake calipers up front and 2 pot calipers at the rear. For the grade on carbon emissions how about 270 g/km and an average fuel consumption of 27 mpg. Performance figures indicate acceleration to 62 mph (100 km/hr) at 4.2 seconds and a top speed of 170 mph.



#### The Drive:

So I was overjoyed when Matthew Parkin suggested that I take a drive in a new car to make a comparison to the Series II and Series III's that I have become accustomed to. Well, the new car happened to be a new AeroMax Coupe. (Insert monstrous GRIN here). This car has all the same running gear as the Series IV Aero 8, but with the addition of a very sexy fast back having functional split windows reminiscent of the 63' Corvette Coupe. For a Yank my size the fit is tight getting through the doorway and sliding under the steering wheel. To my pleasant surprise, I could see all the instruments and the wheel did not leave calluses on my thighs in the full up position as earlier cars have. Buckle the belt, check the mirrors, make a mental note that I am in a REALLY nice car sitting on the right side and shifting with my left hand (don't be a fool and start shifting

with the door handle). Turn the key, press the "START" button and listen to the V-8 growl through the side sport exhaust below the wing/running board. (Okay, so I did salivate a bit here, but not so that you would notice). Foot on brake, no clutch in this car, I pull the gear shift into "D", brake off and we are rolling.

The car handles like other recent high powered, light weight Morgans with the exception it is smooth. When driving a manual box Aero 8 you learn early on that there are loads of horses under you and this Aluminum car weighs nothing. You can get a jerky drive and your passenger may glare at you for being abusive. So, you must concentrate to drive smooth, operate the clutch and gas pedals with great respect and choreography to reach this end. Ah, but the Auto box takes some of this shifting concentration out of the equation.

I watched a video a few weeks back where the driver commented on all the components of the Aero 8 and AeroMax. Like an inventory from the Blues Brothers, just substitute RACE for COP. Race wheels, tires and suspension, race engine, race style seats and driving position, race chassis. The result is a car that is very happy (possibly most happy) at speed. When the opportunity to move it out came Matthew said to me "Why not give it the beans?" In American that equates to "Give it the gas!!" We sped off down a country lane and 80 came very quickly. It read 80 and felt like 40. Bends in the road easily straighten out with slight movements of the wheel. Fast is good. And the brakes haul it down just as easily.

Let me get into this auto box. When you shift into "D" you have a very civilized car that gives you ample power and response for 80-90% of your driving. Not sluggish as the VANOS engine management gives all the grunt you need when you mash the accelerator pedal down. Now slide the shifter to the left. You are now in "SPORT" mode. The car will shift on it's own, but the performance is much more aggressive. Also, in sport mode you can bump your gear changes yourself. I didn't notice much difference at first. The car has so little weight and the engine has gobs of torque. You will notice the tach changing as you shift, and when you get into the lower gears the downshifting is quite evident. This auto box gives you full control of the car without miss shifting, lurching clutch pedal release or the accidental grinding of a gear.

After winding around the countryside in this high performance rolling art work we made our way back to Pickersleigh Rd. What a let down to drive off in a Renault Clio.

MMC is building 100 of the AeroMax model for those lucky few who placed their orders and put their money down. We in the US are waiting for the good news as to when production for the US Aero 8 Series IV will start.



A stack of Aero 8 bodies and an AeroMax body shell waiting for production.



Functional gull-wing style rear windows



The prototype on the road. How cool is that?

I am still grinning about a morning spin I took in the countryside surrounding Malvern. ( Charles and Matthew, I would happily take a slightly used AeroMax demonstrator when MMC is through with one).



### Events 2008 - Bill Blake

Date	Day	Event Description
10/6	Mon	6:30p -11:30p Business and Social Meeting at the Gillman's Annual Chicken Fry
10/13	Mon	Columbus Day (Fed)
10/31	Fri	Halloween
11/2	Sun	End Daylight Saving Time
11/3	Mon	6:30p -9:30p Business and Social Meeting
11/4	Tue	Election Day
11/11	Tue	Veterans Day (Fed)
11/27	Thu	Thanksgiving
12/1	Mon	Business and Social Meeting, this is an optional meeting
12/25	Thu	Merry Christmas
12/31	Wed	Happy New Year

### Buckeye TRIUMPHS REGALIA

T-Shirts- Lt Grey Cotton \$14.00  
 BTC Logo - front  
 Large Wreath Logo – back

Sweatshirts- Lt Grey Cotton \$20.00  
 BTC Logo - front  
 Large Wreath Logo – back

Golf Shirts with embroidered logos – 100% Cotton \$35.00  
 Patch Embroidered Logo \$12.00

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

Halkias Video on Valve Adjustment for 6-cyl TR's - \$10.00  
 Send or bring your articles to Bob Mains. Turn-around is usually about 2-4 weeks. (Names or lettering can be added for additional costs).

### Officers and the Fine Print

The Buckeye Triumphs Newsletter is a publication of Buckeye Triumphs, and the content herein is not officially endorsed by the staff or members of Buckeye Triumphs, their families, or lawyers. If you decide to follow the advice of anything inside this newsletter, you do at your own risk. We are all adults here, so if you do something stupid, own up to it and don't sue the club. Heck, we don't have any money anyway...  
 Club address: Buckeye Triumphs, 9023 Concord Rd, Johnstown, Ohio 43031 **Annual Dues: \$20.00**

General email: [buckeyetriumphs@BuckeyeTriumphs.org](mailto:buckeyetriumphs@BuckeyeTriumphs.org)

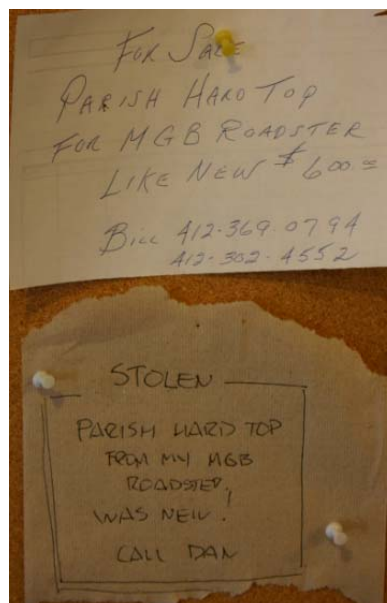
Web Site: <http://www.BuckeyeTriumphs.org>

Our current crop of Buckeye Triumphs Officers include:

President: John Johnson (614) 873-8245 <a href="mailto:john70350@msn.com">john70350@msn.com</a>	Vice President: Joe Lynch 614-444-1519 <a href="mailto:jlynch1@columbus.rr.com">jlynch1@columbus.rr.com</a>
Treasurer: Jim VanOrder (740) 967-2110 <a href="mailto:vanordergj@columbus.rr.com">vanordergj@columbus.rr.com</a>	Events: Bill Blake (614) 403-1074 <a href="mailto:billblake@thekayesco.com">billblake@thekayesco.com</a>
Newsletter Editor: Bruce Miles (740) 587-4179 <a href="mailto:bmiles@buckeyetriumphs.org">bmiles@buckeyetriumphs.org</a>	Secretary: Charma Huddy 614-846-2321 <a href="mailto:jhuddy@columbus.rr.com">jhuddy@columbus.rr.com</a>
Webmaster: Ann Gillman 614-891-3733 <a href="mailto:AGillman@aol.com">AGillman@aol.com</a>	
Technical Consultants: TR2's & 3's: John Hartley 740-753-1066 email: <a href="mailto:jhartley@frognet.net">jhartley@frognet.net</a> or John Huddy 614-846-2321 email: <a href="mailto:jhuddy@columbus.rr.com">jhuddy@columbus.rr.com</a> TR-4's: Bruce Clough 937-376-9946 <a href="mailto:clough@erinet.com">clough@erinet.com</a> TR250, TR-6: Robert Mains 614-890-7767 <a href="mailto:rmains1@columbus.rr.com">rmains1@columbus.rr.com</a> or Jim VanOrder 740-967-2110 <a href="mailto:vanordergj@embarqmail.com">vanordergj@embarqmail.com</a> Spitfires and GT6: Doug Braden 614-878-6373 <a href="mailto:braden.13@osu.edu">braden.13@osu.edu</a> , TR-7 & 8's: Ron Fowler 614-397-3685 <a href="mailto:tr8@att.net">tr8@att.net</a> Affiliations: 6-Pack Chapter Center of Triumph Register of America – VTR Zone Member	

### Comedy Clips

**From:** Mark Uhlig [mailto:triumphlodge@comcast.net]  
**Sent:** Monday, September 29, 2008 5:26 PM  
**The British Car parts black market.**



-----  
We used to see these only when they referred to Michigan -  
- not any more!!!!

Subject: Weather Alert

The National Weather Service has issued new  
tornado guidelines for the city of Columbus.

If tornadoes are threatening or approaching  
the Columbus area, all residents are to go to the Ohio  
Stadium.

No chance of a touchdown there.

### Classifieds

From: George Barton <gbarton@advantageds.com>  
Sent: Thu, 14 Aug 2008 10:22 am  
Subject: TR 4 For Sale

My wife wants to sell her TR 4. If you know  
of anyone please pass my email and/or cell  
phone along 614-218-6333.

[gbarton@advantageds.com](mailto:gbarton@advantageds.com)

George is asking \$9,500.00 and he says that  
it runs very well.



### DOUBLE TAKE

*Sunday 9-14-08  
DISPATCH*

## Mom steals daughter's ID, goes back in time

GREEN BAY, Wis. (AP) — A  
33-year-old woman stole her  
daughter's identity to attend  
high school and join the  
cheerleading squad, accord-  
ing to a criminal complaint  
filed against the woman.

Wendy Brown of Green Bay  
faces a felony identity-theft  
charge after enrolling in  
Ashwaubenon High School  
as her 15-year-old daughter.  
The daughter lives in Nevada  
with Brown's mother.

According to the com-  
plaint, Brown wanted to get  
her high-school degree and  
become a cheerleader be-  
cause she wanted to regain a  
part of her life that she'd  
missed.

Brown allegedly attended  
cheerleading practices before  
school started, received a

cheerleader's locker and went  
to a pool party at the cheer-  
leading coach's house. But  
the \$134.50 check Brown  
gave to the cheerleading  
coach for her uniform  
bounced, the complaint said.

A high-school employee,  
Kim Demeny, told authorities  
that the woman posing as the  
teen seemed very timid. She  
looked older than a student,  
Demeny said, but had the  
demeanor of a high-school  
girl.

A school-liaison officer  
started investigating after  
Brown attended only the first  
day of classes.

Brown made her first court  
appearance Friday; the judge  
set bond at \$8,000. If convict-  
ed, she could face up to six  
years in prison.



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

My parts business is located at 539 Cambrian Road just east of Urbana.

The phone number is 937 834-1690.

I can supply new parts, used parts and some NOS. I sell Moss, Roadster

Factory, BPNW, among others parts at dealer's cost to Buckeye Triumph club members. My website is [WWW.triumphparts.com](http://WWW.triumphparts.com)

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

### Ryan and Artie's New Endeavor



Contact Ryan Miles (740) 334-3512  
Or  
Artie Clark (740) 504-8855

Providing expert mechanical work on your European Car  
Specializing in vintage British and German sports cars



Located 4 miles west of Granville on S.R 16

#### Editor's Note:

My son Ryan and his friend Artie have begun working on cars in their shop located just west of Granville on State Route 16. These two young men have had a passion for all things automotive their whole life (Ryan built his TR6 from the ground up when he was 15) and are beginning to build a business of their own. Give them a call and talk to them about your mechanical needs. I'm proud to call them my mechanics!

### FOR SALE

From: Sam Halkias [mailto:atr6racer@hotmail.com]  
Sent: Friday, October 03, 2008 8:22 AM  
Subject: TR3

This came over a racing site for production cars. It's a very nice street TR3. maybe you can pop it out to the BT members as someone may be interested.

<http://tinyurl.com/42zrkz>

Sam



I'm pretty solid on the price as this is easily a \$6,500 car on EBAY without the factory hardtop and I can't afford to loose what I have in it.

I am however willing to deliver the car up to a 100 miles for the asking price. Distances over 100 miles will need to be negotiated.

Call me to discuss

Chris

Home P/N (517) 789-8010 Work P/N (517) 783-0710

## FOR SALE

75 TR6

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



All cosmetics are new (interior, trunk, pimento red paint, top, bumpers re-chromed), and the engine was rebuilt by Sam Halkias with new stainless exhaust. It has overdrive and a roll bar. Price \$12,500. Reduced to \$11,000 Reduced to \$9,000 - If interested, contact Steve Hughes - 717-917-3591 - [shughespk@yahoo.com](mailto:shughespk@yahoo.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**

Generous Finders Fee. WILL PAY THE MOST!!

1930's – 1960's

Buying Restored Gas Pumps

Also other interesting cars.

European and American made

STEVE'S BRITISH CONNECTION USA

(630) 553-9023 - email: [sbcinc@aol.com](mailto:sbcinc@aol.com)