



# 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!

## October BT Meeting at the Gillman's - Monday, October 5<sup>th</sup>

The BT meeting for October 5th 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.



Photo from the 2008 "Chicken Fry"

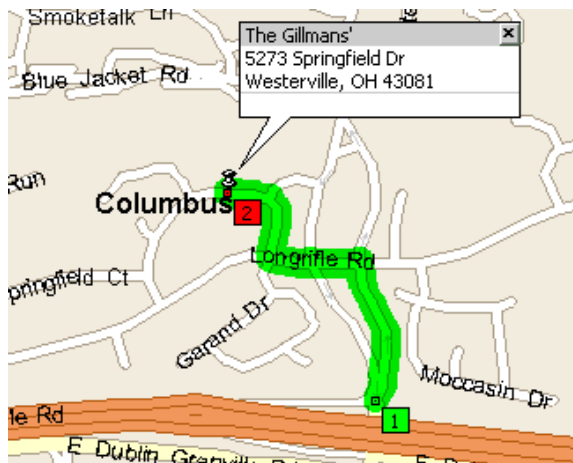
Please bring: your own drinks (a large cooler with ice will be available to store them) and a side dish or dessert. Also—your TR!

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

I was watching the weather today, and the weather person kept saying "the last Sunday of summer". Bummer.

I've been working too hard lately. It seems that when business is down, you have to work twice as hard to try to make ½ as much, so I did not get a newsletter out for August.

I'm getting ready for TRials in New Jersey, and am looking forward to this weekend. Kim and I are going, not Ryan this year ☹. Every year it's the same thing – what tools and spare parts do I pack – and where to draw the line? Fewer people in attendance from the club this year, that's too bad, but it is a LONG drive (542 miles from Granville) - Wish us luck!

Lots of input from all of you for this newsletter. This newsletter is a whopper. I know I should probably lay off of the comedy clips, but I can't stop.

We certainly had fun at Susan Logan's Summer Party, we raised approximately \$900 – it will be sent to The James Cancer Development Fund in memory of Eric.

Howard and Pam Jefferson were certainly nice to have the pool party at their house in August – too many people out of town – there were actually deviled eggs left over!

I had to miss Bill and Jennifer's party at Lake Erie last week - I hope everyone that went had fun.

Well – it's getting late and I do want to get this thing published, I look forward to seeing you all as we enjoy the fall driving.

Bruce



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

## President's Corner

Summer 2009 is almost in the rearview mirror.

The last time I wrote one of these it was still June! This summer was a little slower in regards to Triumph related events compared to last year when we had something going on every week.

I have spent some time lately working on videos for our club's YouTube page and we have gotten some really good feedback. I got together with Greg Gillman and did a really neat video with his TR3. Joe Lynch and I also took a lot of footage of Bill Reinheimers TR6 in action that I mixed with music and uploaded.

The video featuring Bill's cars took a lot of editing but looks really nice. Make sure to visit our page and sign up and leave some feedback. A couple of other members are going to get videos done in the near future and one has a pretty funny premise.

Kim and I have talked about doing a drive up to Waldo for some fried bologna and visiting a winery that is nearby and that drive should be on the calendar in early October.

I know bologna and wine don't seem like a great combo but with the Buckeye Triumphs it will be a blast, of that I'm sure.

Speaking of October, its calendar page looks really bare so if you have any ideas for a drive or tech session or whatever please let our events coordinator Bill Blake know.

I want to take a quick second and mention that if you are a new member and need help with a Triumph issue or need any advice or just have a question please let me or one of the other club officers know, our contact information is on the newsletter. We are here for you, just reach out.

After all of the tech sessions last year it's a shame we have not got together in a garage setting all this year with the exception of the Loob n' Boob in the spring. Tech sessions are something I think is paramount to keeping any car club viable long term. I want us to share or skills and help teach them to other club members; it makes us a stronger club.

Don't look now but 6-Pack TRials is only two weeks away and Kim and I are still hoping we will be able to attend if her situation and the school works out, so keep your fingers crossed.

We are both looking forward to spending some time at the beach, albeit in late September. We have had some of our best times at TRials over the last few years and this year looks nice with such a great location.

Gotta Motor.....John

## **BT Meeting Minutes**

### **August 3, 2009 Business Meeting Minutes**

**Present:** Holly Blunck, Josh Blunck, Allan Burtis, Karen Burtis, Kevin Eschhofen, Ann Gillman, Greg Gillman, Terry Graham, Charlie Graham, Sam Halkias, Buck Henry, Mary Henry, Sean Henry, Charma Huddy, John Huddy, Howard Jefferson, John Johnson, Kim Johnson, Susan Logan, Joe Lynch, Jacqueline Mercier, Murry Mercier, Bruce Miles, Bill Reinheimer, John Schilling, John VanNorman, Michelle VanNorman, Jim Washburn, Margo Washburn, and Lisa West.

**1. Call to Order.** President John Johnson called the August 3, 2009 meeting of Buckeye Triumphs to order at 7:48 p.m. at Iaconos in Shawnee Hills. John thanked Bill and Jenny Reinheimer for hosting the meeting.

**2. Miscellaneous:**

- Sam Halkias introduced his guest and granddaughter, Ashley Castor.

**3. Old Business:**

- **Vintage Grand Prix of Mid-Ohio.** The Vintage Grand Prix was held on June 27<sup>th</sup> and was a good weekend for Sam Halkias' drivers – Jim came in first and Jack second.

- **Immke Arthritis Foundation Classic Auto Show & Cruise-In.** The 2009 show was held on July 11<sup>th</sup>. The show had record registration, but unfortunately was a washout due to rain. Thanks to John Huddy for bringing the club tent.
- **Grand Lake St. Mary's Amphicar Splash-In & Cruise-In.** The Blakes and Gillman's attended this year's event and had a wonderful time. Ann Gillman noted that the Blake's car was hit by a deer, but fortunately everyone was okay and they weren't driving their TR6 .
- **25th Annual Dayton British Car Day.** There was good turnout for the show, which featured around 337 cars. Unfortunately, Allen Bank's Spitfire had engine trouble on the drive over, but was able to have it towed home. Buck Henry received an award of excellence for his TR6 while John Johnson won 2<sup>nd</sup> place in the Spitfire/GT6 category for his GT6.

**4. New Business:**

- **3rd Annual Joseph Lucas Night Rally.** The rally will be held on August 8<sup>th</sup>, beginning around 8:40 at the BW3s in Dublin. Special thanks to Kim Johnson for all the hard work in putting together some great gift bags.
- **Club Memorabilia.** Due to Lisa's health, Bob Mains will be turning over the reins of the Buckeye Regalia to John Schilling. A special thank you to Bob for all his hard work over the years. Our prayers and thoughts continue to go out to both he and Lisa.
- **2009 Roadster Factory Summer Party.** The Roadster Factory's Summer Party will be held on August 7<sup>th</sup> and 8<sup>th</sup>.
- **Jefferson Pool Party.** Howard and Pam Jefferson's annual pool party will be held on August 15<sup>th</sup>. Howard is planning a drive to Slate Farms Vineyards. Please RSVP by contacting Howard.
- **Riverside Motors Summer Party.** In honor of Eric Jones, the British Car Council will be continuing the tradition of the Riverside Motors Summer Party. It will be held on August 23<sup>rd</sup> at 1271 Pollock Rd. in Delaware Ohio.
- **6-Pack Trials Festival.** 6-Pack will be held at Long Beach Island, NJ from September 24<sup>th</sup> through 26<sup>th</sup>. Registration forms are available online at the 6-Pack website.
- **2010 TRA National Meet.** John Huddy and Murry Mercier have been working on plans for the 2010 TRA National Meet. After checking out a location in Wooster, they determined more room is needed and are looking into the Hilton Garden Inns in Twinsburg Ohio.
- **Car Parts.** Steve West received a number of Triumph parts from a customer. They appear to be mostly Spitfire parts and are free to the taking. Contact Lisa West for more information.

- **September meeting.** The September meeting will be held on the 14<sup>th</sup> at Quaker Steak and Lube at Polaris.

5. **Adjournment.** The meeting adjourned at 8:15 p. m.

Respectfully submitted, John VanNorman, Secretary.

## Rust in Peace

*Nothing for this month – Ed.*

## Eric Jones Memorial Picnic 2009

By Bill Blake/BCC

I think we would all agree it just wasn't the same with out Eric but the annual picnic was held in Delaware at Riverside Motors. A "splendid time" was had by all. There were plenty of mosquitos and poison ivy and some really great homemade food and deserts. Bruce brought his special ice cream that was gone in minutes!



Charma, Kathy and Mary discussed the future of our club:



Tony Burgess checks the front gate.



Sean Henry's Spit, my Maple TR6 and Bruce's 250 filled the Triumph area. Lots of Minis for the 50th!

## NASS Trip

By Allen Banks

Months before the NASS/British Car Day show, I had begun to prepare for this glorious day. I was sure that fun would be had by all. Burning the midnight oil, I was able to complete the front suspension overhaul in the nick of time. The Spitfire was washed and waxed, detailed as best as an old British car could be. Looking at the weather forecast, I could have kissed Jym Ganahl (or at least made my wife do it).

In the early chill of that fine Saturday morning, I donned my new Night Rally sweatshirt (a hoodie as the young whippersnappers call them these days), jumped in and fired her up. Me and the old TS (Triumph Spitfire) were ready to hit the open road. Before making the long journey to Dayton, we had to fill up. The TS with 94 octane, and me with 94% saturated fat from a McDonalds 'eggamuffin'

and hash browns. Several other Buckeye Triumph members showed up and shared in the cholesterol feast. Finally with our bellies full, we saddled up and made our way out of the parking lot but not before getting our pictures taken by the Paparazzi of course. They always make for great before and after memories/evidence (explanation to follow).

Off we went, one by one down the on ramp and onto the freeway like a Bally's pinball machine. With the sun at our backs and the wind in our hair we were flying down the road. The Spit's 4 banger in forth gear sounded like an angry sewing machine accidentally plugged into a 220 outlet. But I was confident. After all, the motor had only 5000 miles since being rebuilt. So there we all were headed for the biggest British car event of the year (for me that is), passing and getting passed by each other with an occasional picture being taken from a stalker in a PT Cruiser. Twenty-five miles into the trip and all of a sudden without warning, POW! My motor lost major power. It went from 70 to 50 mph and I was being passed by anything with 2 wheels or more. I heard a voice in my head... "She's breaking up Captain!" so off the highway I went, pulled into a park and ride lot and shut her down. There I was, all alone...and then depression set in. Could it be? No show? No fabulous road trip? No mingling with other NASS members? I sat in total silence in....oh yeah, there it was in big print on a water tower... "South Vienna". Well, I damn sure didn't hear any fat lady singing so I immediately got on the cell phone and called El Presidente John Johnson to tell him not to worry, I'll meet him and the others come hell or high water! The next call was to my dad to ask him if I could borrow his trailer. Then showing up is none other than Joe Lynch himself. We sat and tried to diagnose the problem. After looking the TS over and not seeing anything glaring, it was time to remove the valve cover. With two screws and a "pop", she came off. As quick as it came off I wanted to put it back on to hide the horror I witnessed! There sat a rocker arm laying by itself on the top of the head, undoubtedly sheared off by great force.

On the trailer the TS went and toward the Spit-Together we headed. We rolled in to the show with heads turning. Man what a great show it was....all 30 minutes of it before I had to head off with a couple other NASSers to one of their houses to try and get TS back on the road. Little did I know where we were going was the after show get-together with food, drinks and LOTS of good car knowledge! It wasn't long before the driveway, street and yard were filled with Spitfires and the music and festivities were underway. It also wasn't long before the correct diagnosis was given....a broken valve.

Fast forward to today. TSI has built a new motor for the TS (not to be confused for "Tech Session"). Hopefully I'll be back on the road early spring. I have to say the collective effort to diagnose, fix or get help was enormous from this community especially from Buckeye Triumphs. I would not

be where I am without the help of the wonderful people in this club. Thanks to all on that remarkable day.

Allen Banks

## **Roadster Factory Summer Party '09 – "we're back!"**

*Bruce Clough*

Well, we went to TRF Summer Party this year - first time since 2004. We came, we saw, we had a good time. It's a shame that more mid/southern Ohio folks don't go to this being it's so close. Oh well, maybe next year, and Charles said there will be a next year.

Since I no longer have the time to write long articles, I will tell this in pictures. Not normal pictures. More human interest of the family! So on with the narrated photos....all taken with my cell phone!



This is Inca pulling the modified TRailer. This used to be a small pop-up, but the tent had shrunk and molded, so off went the tent and I replaced that with lots of places to attach bungee cords to.



This is a view down the table at the Grapevine Restaurant in Indiana, PA at the Bill Sweeting Memorial Dinner – Bill died after a bout with cancer, so the Triumph Wedge Owners Association decided to do this in his honor. We packed the place – about 40 wedges showed up, 28 in the caravan to the dinner (folks were impressed that Alice didn't drive like a girl ;-)).



BB Gun Shoot Contest at TRF. Nope, Bridgett didn't win, Duncan didn't win. Crowd did duck though when the folks running this tended to point the BB guns towards the crowd.



Camp Chuck with the author. Theme this year was "Safari", with (I guess) the idea being to attract Land Rovers. It didn't work, but it did attract Chuck! Chuck Davis, as usual, was at his theatrical best. The TRF grounds stayed dry throughout the meet since it really didn't rain there until Sunday night, well after folks had left. No repeat of the '03 (or was that 04?) Mud Bowl!



This is toooooo much engine for a Spitfire. Kids – don't try this at home!



Bonfire at TRF. What do you want from a cell phone camera with no flash! Hey, it got the fire. Give me a break!



Proof you can flip an omelet while camping. I can't, but Alice can.



Camp Chuck at breakfast. Chuck had the gizmos. Also he didn't snore very much – his gizmo fir that is working also!



Clough Poker Run team working hard! We had both wedges with us, so it was the boys against the girls! I think the girls won, but don't hold me to that.



Car Show – our wedges flanking Tim Lamoncha's 650HP TR7. Yikes!



Our CMAS plaque at the Coventry Inn – it does exist!



Reliant + 2 Kids acting like the Reliant. Priceless. Hey Biglers - yours is in better shape!



WHaa?????? Does this thing have afterburners?



Darrell Floyd (North Coast Triumphs) accepting his rubber chicken. Darrell blew a rear U-joint on his GT6 at the autocross. Ouch!

Awards ceremony at the car show. Whaaa? Can't make anything out? What's the matter with your eyesight?



Sunday Morning – camp tear-down. Yes, he really had his entire camp in that Jag. Yes, it was crowded inside it!



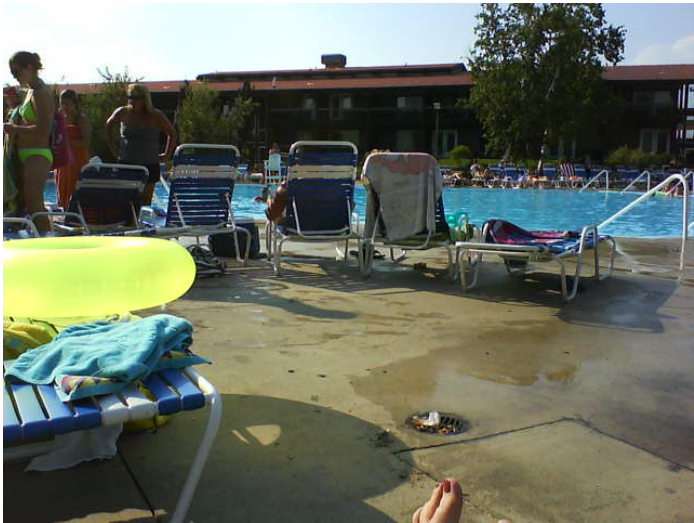
Camp Chuck coming down! It had threatened rain, but we only had some wind and a few sprinkles. Oh, 5-bars! Full cell signal at the TRF Polo Field!



Dinner at the car show. This is the “pub-ish” sports bar on the main drag downtown in Indiana (PA). Good food!



Nirvana 1 – Comfy bed. We stopped at Salt Fork Lodge on the way back to unwind before getting home. After three days in a tent with D&A it was a relief!



Nirvana 2 – Pool. D&A wanted to swim. I wanted to read. Alice just wanted to drink. Girl in bikini is for Huddy.



Salt Fork at night. Last time I was there was for TRA'92. Still was a nice place to relax and is in a beautiful setting!



Home. No place like home. Really, no place like home, except maybe Camp Chuck!

## Minis and Moats Tour

During August, Jacqueline and Murray Mercier, Charma and I were fortunate enough to go on Tony and Lynn Burgess's Minis and Moats Tour of England and Wales. Tony and Lynn really did a bang-up job arranging for transportation, hotels, meals and tours and all the details necessary for 36 people to thoroughly enjoy themselves for 10 days. I'm certain that a professional travel agency couldn't have done a better job.

We started out our adventure by attending Mini's 50th birthday at the International Mini Meet at Birmingham, England. It was a fantastic venue with over 4,500 classic Minis and people from nearly 50 countries.







We took a boatload of photos and the attached is a mere sampling of the sights. On our first evening in England, we got on a canal boat for a lovely dinner and cruise. The food was delicious and the trip was very relaxing.

After leaving Birmingham, we drove to the dock area of Liverpool. We stayed in a neat hotel which is a converted brick warehouse. Charma and my room overlooked a "quay", which Tony pointed out to me is pronounced "key". While in Liverpool, most of us took a double-decker bus tour of the city and we went through the Beatles museum.

We all enjoyed a complete breakfast buffet and a very nice dinner at our hotel.

After Liverpool, we cruised on our tour bus to Llandudno, which is a quaint resort village on the coast of the Irish Sea. We stayed in a modernized 100-year old hotel on the "Promenade". We didn't have air conditioning, but we didn't need it. We slept with the windows open and were awakened by the sound of sea gulls (some mornings before we were ready). There is an historic wooden pier with amusement rides and a pub at the very end. In the evening, the locals walk their dogs on the Promenade and gaze at the ocean. (This was Charma's favorite place to visit.)

While in Llandudno, we took a side trip to Mount Snowden, which is the highest peak in the British Isles.

Unfortunately, it was our only bad weather day and we were unable to enjoy the view once our historic steam train had pushed us up the mountain. (I guess that we will just have to return some day.)

From Llandudno, we went to Cardiff, Wales where we, again, enjoyed a 4-star hotel. While in Cardiff, Jacqueline, Murray, Charma and I did some shopping, and then, we found a historic (looking) pub called the "Cottage Loaf" where we had fish, chips, "mushy peas" and a Welsh beer named "Branes". (I will be looking for it in Columbus.)

One evening in Cardiff, we were treated to a tour of Cardiff Castle and an authentic Welsh dinner. We were served by Welsh singers who were dressed in Welsh dress. The dinner was great and their singing was unbelievable.

After Cardiff, we cruised on to Avebury, where there is a circular stone formation similar to Stonehenge only smaller. We hoofed around Avebury for awhile, and then, pressed on to Reading where Tony had arranged for an excellent dinner at a pub on the water. It was fortunate that none of us was driving the coach because the beer and wine really flowed.

After dinner in Reading, we motored on to the Trafalgar Square area of London. We stayed in a very nice hotel called the "Club Quarters". We were on our own for three days except for one evening when we all took an elegant dinner cruise up and down the Thames river. Many of us took a double-decker bus tour of London early on. Again, I was glad that someone else was driving as the traffic is unbelievably crowded. The best way to move around in London is by the "Tube" or by motor scooter.

Some of us rode on the "London Eye", which is the giant Ferris wheel-like contraption. It takes a half hour to make one revolution and offers a great view of the ancient city. On Sunday, the Merciers, Charma and I toured Buckingham Palace, which is one fine little cottage.

Our Thames river dinner cruise was super, but we were a bit underdressed. Most of the locals were wearing evening gowns or suits.

We sat down to white cloth table cloths and more silver wear and glasses than Custer had Indians. Again, the wine flowed and we soon forgot that we were underdressed. Cruising up and down the Thames was a night that none of us will ever forget.

In the late afternoon of our last full day, our coach took us to a hotel adjacent to the airport. That evening, we enjoyed a final meal together. It was a wonderful buffet complete with prawns and curry chicken. The hotel was connected to the Heathrow terminal via a 1/4 mile long tube. During the evening, Charma and I made a trial run to ensure that none of our luggage was over the 23 kilo limit (which it wasn't).

The trip back to Cleveland was uneventful and we arrived on time.

Everyone raved at the details that Tony and Lynn had expertly taken care of and we will be watching for their next England trip. Hopefully, more Triumph people will go on the next trip because we were outnumbered by MG folks.

John Huddy

## ON THE HOOK

By Al Burtis.

I have discovered a new way to increase my gas mileage and reduce wear and tear on our TR6.



Well, not really.

September 1st.

It was a beautiful day and I had to go to the lottery to contribute to someone else's welfare and mail a letter at the Post Office.

And there she was, waiting for me. Her top lowered to expose her more comfortable attributes.

Her sleek flowing body beckoning me, saying: "Take me, Take me".

I have a weakness for British ladies, however fickle they may be. I couldn't resist her calls.

So, I opened the garage door, screwed down the battery shut-off switch and rolled her out the door.

After sputtering for about a mile until she got her bones warmed up, we were off and running to the melodious notes of a smooth, sweet sounding, six cylinder engine with a British accent.

Pulling up to the convince store to the admiring eyes of the clerks, I blew \$5.00 on the lottery and then continued on to the Pickerington Post Office to mail a bill.

However, after leaving the Post Office, I was greeted with the infamous 'clunking' sound of something gone horribly wrong and a wobble to the car's rear end that would make Chubby Checker proud.

We limped into a church parking lot like a six day sinner. After a quick walk-around, nothing appeared out of order. It was the time to jack up the right rear wheel for further up close and personal inspection. I opened the boot (trunk for the Yanks) and proceeded to pull the jack and – where the #\*%%'s the jack handle?

O.K. It's time to improvise. My wife had given me a tool kit when British cars first joined our family.

Premonition perhaps?

Inside the kit was a tubular tire gage that fit the hole in the screw jack just right. After raising the tire off the ground, I found the problem.

It seems the old girl (TR6), decided she wanted a ride home 'on the hook' after all the bolts in the right rear hub let go!

After a suitable amount of 'on the knees time' I made a quick call to the Hagerty Insurance Hotline and an Eastland Towing rollback showed up to complete my journey home – how embarrassing!

It seems that every neighbor I haven't seen in a couple weeks was out walking in the neighborhood and waving at me and the tow truck – ear to ear smiles on their faces. I don't know if they were happy to see me or the car on the back of the lorry.

I know what my next project with the car will be, anybody have a set of rear trailing arms they want to part with - with GOOD studs???????????????

I'll be in my garage.

Al Burtis.

## Night Rally 2009

"Dim bulbs after dark"

Mother Nature more than did her part and the weather for the 3<sup>rd</sup> annual Joseph Lucas Night Rally on August 8<sup>th</sup> was picture perfect.

We were missing a few of the club event mainstays with the Huddys and Merciers in England, Bill Blake and Kathy Scott in D.C., the Van Orders at the Carolina coast and defending Lucas Cup winner John Van Norman in Minnesota.

But that did not deter the 13 club members and their 6 vintage rides from having a terrific time. Although I must say the week before the rally was not a good week for Spitfires with Howard Jefferson's car having clutch issues, Joe Lynch's having vibration problems, Tom Bichsel's having some minor unresolved problems and not to be outdone, Allen Bank's blown motor! In true Buckeye

Triumph spirit Joe and Tom both showed up to support the club in their daily drivers.

We all had a good meal at BW3 prior to the Rally although with all the UFC fight pay per view people there, it was quite loud. The drive portion got off a tad late and that put us a little behind schedule. I'll tell everyone what I said at the drivers meeting; I like to have the rally start just prior to sunset since there are always club members who do not have an in car navigator and we do not want drivers trying to read route instructions on the road and in the dark. Safety is my primary concern for any and all club events.



Figure 1 Ready to head out!

Kim passed out her fantastic goodie bags and maps were passed out and we hit the road although seeing some of the roadside clues would be a tad difficult now. We had a few club members show up and follow the group in late model cars and it was great to have some additional members show up to support the event.

The traffic was very light as we headed north of Dublin up Route 257 and back down Route 745 along the Scioto River and down some very nice roads. We all arrived at Culver's in Powell safe and sound.

Once we were all in the lot everyone started on their rally quiz, testing their knowledge of Triumphs, the route and all things British. Some of the answers were hilarious but not fit to be printed here, ask Bruce to complete this sentence. "Plant pride.....not \_\_\_\_\_." After checking and rechecking the answers our new Lucas Cup winners are.....Buck & Mary Henry!



Figure 2 The Henrys.

Congratulations to Buck and Mary Henry on winning this year's trophy! I would like to take this opportunity to mention that I will be making changes to next years rally. I spoke with everyone while we enjoyed ice cream and the response was fantastic. I have always thought of this event as OUR event, by that I mean we have the holiday party in the winter but the Night Rally is our summer party. The first year we had red and grey shirts, followed by the wildly popular tie-dye shirts and this year I introduced the black sweatshirts.

The rally gumballs were a hit and this year the club covered the costs of some very nice goodie bags. The routes and destinations have improved every year. In 2010 we will meet at a club member's home and enjoy the evening prior to the drive in a more friendly and relaxed setting. I think this will give us more of an opportunity to socialize and relax with our friends before heading out. It will also guarantee that our drive will start on time since we will not have to settle up a dozen different bills in a restaurant.

Thanks again to everyone who participated in this years rally, its so nice to hear that this event is the favorite event of so many members. I have had a lot of club members share their ideas about the rally with me and I welcome yours, the Night Rally grows every year, Joseph Lucas would be proud, although I have been told that a gentleman does not motor about after dark!

John Johnson

## Typical Conversation on the Wedge List

Bruce Clough

As some folks know, I subscribe to several Triumph email lists (wedge, Stag) and also several forums. They can be a great asset, especially if you run into something you don't know. You have the collective wisdom of the group to help, and most times there are numerous "been there, done that" stories. For instance, let's say you are having trouble starting your TR8, and you write into the wedge list with your question – you will get a lot of answers:

*(Marty) Sometimes when the key is turned no electrical connection is made. No dash lights, fuel pump, radio, starter, just dead. Turn the key back and forth , wiggle it, close left eye while tapping your foot and bingo everything works again. There is quite a bit of slop in the ignition switch so I'm thinking the innards are worn out. Is there a source for new ignition switches for the TR8's?*

*(Paul) Take the switch out of the steering column and look at the switch. It is probably just loose where it is held together. Bend the casing where it is held together and that should fix it. Do not take it apart as there are too many small pieces that will fly out.*

*(Randy) Your tumbler is failing. The ball bearings / plastic / springs in there get worn and the connections become random. Fix it sooner than later. You can source this other*

places, but Victoria British has a picture of what you need. Lower right hand side. Item 8-4244

<http://www.victoriabritish.com/icatalog/tr/full.aspx?Page=113>

I waited and while driving at about 25 mph, the starter simply engaged after I hit a small bump in the road. It was ugly.

(Michael) Don't forget the possibility that the plug just may be in need of cleaning. Locate the plug connection, while attempting to start the car wiggle the plug - if you get a connection and it starts to turn over, there you go. Disconnect the plug try to blow out any and all dust from both sides and put some Dielectric grease on the contacts before reconnecting the plug.

(Wayne) Paul MacDonald wrote: "Take the switch out of the steering column and look at the switch. It is probably just loose where it is held together. Bend the casing where it is held together and that should fix it. Do not take it apart as there are too many small pieces that will fly out."

If you do this there's a good chance you'll break the tabs off. Just get a nice long tie wrap and cinch it around the switch. That's do the job.

(Fred) I think these are NLS but there's a NOS one for sale now on ebay.? IIFY, I'd snag this as insurance...

[http://cgi.ebay.com/ebaymotors/Lucas-Ignition-Switch-30981-Triumph-Spitfire-TR7-TR8\\_W0QQcmdZViewItemQQ\\_trksidZp3286Q2ec0Q2em14QQhashZitem1e583137acQQitemZ130328639404QQptZMotorsQ5fCarQ5fTruckQ5fPartsQ5fAccessories](http://cgi.ebay.com/ebaymotors/Lucas-Ignition-Switch-30981-Triumph-Spitfire-TR7-TR8_W0QQcmdZViewItemQQ_trksidZp3286Q2ec0Q2em14QQhashZitem1e583137acQQitemZ130328639404QQptZMotorsQ5fCarQ5fTruckQ5fPartsQ5fAccessories)

All of these are right in their own manner, and that will give Marty a rich source of info to pull from while fixing his car. What did you learn?

1. Ignition switches for TR7/TR8 are problematic. This is true, the switch part is held to the rotating contact/tumbler par by a few bent-over metal tabs. Through use they slowly bent back and cause the ignition switch to become sloppy to the point internally it won't make contact. (This is why I always carry a spare in all the wedges)
2. The internal wear can get to a point where bad electrical failures can occur. So if it's feeling sloppy, repair!
3. You can bend the metal back to restore the integrity of the switch, but you have to be careful not to break off the tabs (this also means there is a limit to how many times you can bend the tabs back.
4. You do not want to take it totally apart due to small pieces (it can be done as long as you are careful and keep the switch in a vertical position with the rotating contact side down – do not ask me how I know this).
5. Contact corrosion can be problematic – check all plugs in the wiring.
6. Nylon wire ties around the back of the switch (and probably wrapping around the steering column) can be

used in a pinch. I would not assume this is a permanent repair!

7. New old stock switches can be found on eBay. New ones can also be purchased from vendors. Carry one with you.

All that from a few emails back and forth. You don't have to type a word, just read.

You can find the email lists pretty easy – just Google it, or go to VTR web site, TWOA web site, and others. Good advice for free is hard to get, take advantage of it!



NOS and proud of it!

### Triumph Tech Tip #3659713.65: Brake Lights

I don't like to get rear ended (no jokes please). We had that happen to us one time in our old Dodge Shadow ES – punted right through an intersection – Ouch! I don't want this to happen to our TRs – like this one (from theashbys.com)



Yikes! One bashed Wedge!

One of the few safety items that have been mandated for our cars that I actually like is the third-brake light. You actually can see that. I want to do that for our wedges, but how to do that. Sure, I can buy a third light (plastic) from J.C. Whitney and figure out how to mount it high enough on the back panel to clear the luggage rack, or attach it to the luggage rack. That, however, will be butt- ugly. So.... I decided to mount one under the bumper.

Three reasons:

- I have the room to make holes that will not be seen from the outside

- It mimics the location and look of an European rear fog light
- I've done this to the Stag already, so I kinda know what I'm doing!

When we got the Stag it came with a red light in the pile of parts I got for it, so I mounted that under the rear bumper and connected it to the brake light circuit. I've been told it really helps!



**Stag Third Brake Light**

Well, I want to do the same for the wedges, but I couldn't find another one of those red brake lights on this side of the pond, including eBay, until I saw this in a Moss catalog:



**Rear fog light – Moss# 162-843**

\$50 each. Bought two (forgo dinner at Flemmings...like we go there a lot...). Now for installation like on the Stag.

Which can be interesting. They come designed so that you drill a hole, push a captured bolt up through, and secure it with a nut. Only problem is you have to mount it on essentially a box member with a thick lip (the rear bumper). Mount it on the lip and it's way back. Mount it farther back under the bumper and you can't get to the top to put the nut on. Hmmm.

Solution: loosen one of the bolts under the bumper that hold the skin on and use that hole. Wow, I just happen to have a couple of metric bolts the right length!

Almost too easy. Took the light apart and replaced the carriage bolt with the metric bolt (you have to tighten it while the light is out to get access to the bolt, and you'll need a small flat washer on the bolt to spread the load on the light housing), attached it to the bumper, put the light in and then ran the wires up through the trunk floor, using a 3/16 hole I drilled in the floor under the lights. Covered the wiring with some cable protector secured to a bumper bracket bolt.



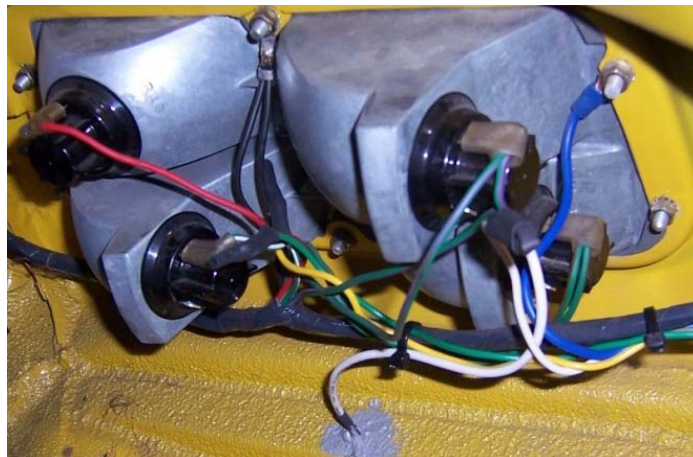
**Wiring for the light – protected wire run**

Connection to the car wiring was easy. I just cut the wire to the stop light and spliced it in. Easy.

Okay, not that easy – I noted that I had not run a stop light for the trailer lights, so I added a wire for that. Let's call it almost easy!

Remember to build for quality and ruggedness. All wire connections soldered, all bare positive wires covered with shrink wrap, all spade connectors coated with conducting grease before connection. Double check connections and wiring before applying power.

It worked the first try!



**Wire coming through floor and connections to light harness**



Now we have even more stuff below the bumper on Inca!

Easy! Did both TR7's!



Yikes – What's this? Don't ask – later folks!

## Notes from Members

**From:** Roy [mailto:tr3a7n8@windstream.net]

**Sent:** Wednesday, July 15, 2009 8:35 PM

**Subject:** what have you been doing for fun!

Bruce:

So you say to your self, I wonder what Roy's been up too? Haven't seen him all year.



I just completed the Acura advanced high Performance Course. To many young crazy drivers for me to say I was overwhelmed with joy. They had to black flag us and a few

got a good &^%\* chewing for riding rear bumpers and questionable passing. three were out and out racing and one spun off on the S's. I quit early after the last black flag, didn't want a . \$6000 damage charge against my MasterCard caused by one of those ^%\$(\*& kids.

I decided if this was something I wanted to do I would probably stick to Auto-Cross.

All ready putting aside funds for the third and final lapping course. Will probably go to Dayton and see you there.

Roy

**From:** Roy [mailto:tr3a7n8@windstream.net]

**Sent:** Thursday, July 16, 2009 10:47 AM

**Subject:** Re: what have you been doing for fun!

Bruce:

My Father-in-law took this and other pictures. He did not quite know how to operate my zoom lens so the others are ok but far away shots. Here's one of the last A- chewing! Number 18 and the ones on either side of him I think are the three the instructor zeroed in on.



I am to the left with my arms folded, Not Guilty!

Roy

**From:** Bruce Clough [mailto:bclough@woh.rr.com]

**Sent:** Monday, July 13, 2009 8:49 PM

**Subject:** For newsletter - "Shipwright's Disease Strikes Again!"

Xenia OH – Authorities have confirmed another case of TRN1, otherwise known as "Shipwright's Disease" (good definition at <http://1967r4a.blogspot.com/2008/01/shipwrights-disease-stage-1.html> ) in Xenia, Ohio. A Mr. Clough was admitted to the Xenia Cyclone Asylum blabbering to himself "Dang TR, should've know" over and over. Seems he had just wanted to replace a front shock on a yellow Triumph TR7 and noticed the ball joint boot was disintegrated...well, you know the rest of the story. \$800+ and a week later and he's still working on it.

Dr Fred Fruitmeijer, head of psychostupid trauma at the Greene Country Home for People Who Should Know Better, stated this was normal this time of year. "Yeah, it

seems as if folks start working on their old British Sports Cars and don't recognize the symptoms, next thing you know they're in shock. Sad, kinda...". The Greene Country Mental Health Task Force and Quilting Society has put several know TR owner's homes in quarantine, and China has declared that TR Owners must wait six months before applying for a visa.

North Korea considers this an act of war and launched a short range missile into water off their coast.

As to whether or not we'll see a spread of this disease, Dr. Fruitmeijer is hopeful :“It's fairly late in the sports car season and this is only the 706<sup>th</sup> case we've seen. All have been responding to shock therapy and waterboarding, so we're not too concerned...". Anyone noting a British Car Owner looking dejected and blabbering to himself is urged to call the SwD Hotline at 1-899-GET-A-HONDA.

**From:** William Blake [mailto:wrb99292@me.com]  
**Sent:** Saturday, July 11, 2009 9:52 PM  
**Subject:** British Cars Rule

Arthritis Show # 27 was hit by major rain later today but a splendid time was had by all! Thanks to all who supported this fine cause and came out to Dublin. Bill/Events



1948 MG took best of show for British, first time it was out



16 months old and my grandson Everett is a TR6 man.....

**From:** John Johnson [mailto:john70350@msn.com]  
**Sent:** Thursday, July 09, 2009 9:46 AM  
**Subject:** Buckeye Triumphs Member?

Today I was reading an article in the Columbus Dispatch Weekender section and I came across a letter I thought I would share. In the article it was stated that in 1958 there were more than 4,000 Drive-In theaters in the United States and by 2008 there were only 383, so Columbus residents were sharing their favorite Drive-In stories and one might include someone we know. Here is a letter from Sharon Patesel of Reynoldsburg.

“My first memory of going to a Drive-In dates from the summer of 1965. My dad had said he would not allow me to go to any Drive-In with a boy. But a new guy came into my life and asked me out-to a Drive-In movie. He drove a red Triumph TR3 convertible. He invited me to go to the East Main Drive-In to see Black Sabbath and, shockingly, my dad said OK. I remember the smells, sights and warmth of the night! The top was down, so we could see not only the movie but also the stars. As we sat holding hands, it was so wonderful to be out in the open with the sweetest guy I knew.”

Huddy?, No, the guy 'just' held hands. Reinheimer? I doubt it.V.O? Possibly. Or did Greg Gillman paint his car? Nah, not driving in 1965.

Dammit, I know who it was.....HARTLEY!

### **Wienermobile in a Pickle after Crash**

*Driver accidentally hit the gas instead of brakes, lost control and crashed into home*



MOUNT PLEASANT, Wis. - One southern Wisconsin homeowner is probably not in love with the Oscar Mayer wiener. The famed hot dog's Wienermobile crashed Friday into the deck and garage of a home in Mount Pleasant, about 35 miles south of Milwaukee.

Police said the driver was trying to turn the Wienermobile around in the driveway and thought she was moving in reverse. But she instead went forward and hit the home. It sat in the driveway as if it were stuck in the garage Friday afternoon.

No one was home and no one was injured. No citations were immediately issued.

Both the home and vehicle suffered moderate damage, which Oscar Mayer spokeswoman Sydney Lindner says insurance will cover.

Police hadn't been able to speak to the homeowner as of early Friday evening.

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**From:** Jacqueline/Murry Mercier  
[mailto:mercier@ameritech.net]  
**Sent:** Saturday, July 18, 2009 7:04 PM  
**Subject:** Re: FW: Woman crashes wiener!

"Wieners "are sometimes difficult to control... you know "forfard/reverse..." she may also have a problem with "stop/go"... which is what I heard.

**From:** Bruce Miles <b miles@intinfo.com>  
**Subject:** RE: FW: Woman crashes wiener!  
**Date:** Saturday, July 18, 2009, 7:18 PM

Wouldn't want your wiener to have trouble with Forward / reverse....

**From:** Jacqueline/Murry Mercier  
[mailto:mercier@ameritech.net]  
**Sent:** Saturday, July 18, 2009 7:31 PM  
**To:** Bruce Miles  
**Subject:** RE: FW: Woman crashes wiener!

Nope, but the synchronizers are a bit worn requiring careful clutch action...

**From:** Roy [mailto:tr3a7n8@windstream.net]  
**Sent:** Saturday, July 18, 2009 6:27 PM  
**Subject:** Re: Woman crashes wiener!

No doubt the woman was "Hot-Dogging It"  
Roy

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**From:** John Schilling  
[mailto:jschilling@DesignGroup.US.com]  
**Sent:** Thursday, September 10, 2009 9:12 AM

Bruce,

I just saw this announcement that the Columbus Zoo is having a car show on Sunday, October 11<sup>th</sup>. Perhaps this would be of interest to BT club members. Here is the web link to the Zoo event.

<http://www.columbuszoo.org/events.aspx?eventId=269>

**John C. Schilling**

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**From:** John Johnson [mailto:john70350@msn.com]  
**Sent:** Wednesday, September 09, 2009 4:52 PM  
**Subject:** The Johnsons welcome their newest Triumph!

**Kim was right! My Triumph does have two tires!**




---

**From:** billblake [mailto:billblake@thekayesco.com]  
**Sent:** Wednesday, September 09, 2009 9:14 AM  
**Subject:** Online Bidding for the McDorman Sign Auction  
I want that Sohio neon sign. Bill




---

**From:** triumphlodge@comcast.net  
[mailto:triumphlodge@comcast.net]  
**Sent:** Thursday, September 03, 2009 8:14 AM  
**Subject:** Ferrari in the "Kitty-Liter"

Considered one of the most competitive and iconic of all Ferrari racing cars, the immediately recognizable Scaglietti-designed, 'pontoon-fender' 250 TR was produced from 1957 to 1958 during which only 22 were constructed.



The Ferrari 250 TRs entered 19 international championship races from 1958 through 1961 emerging with 10 victories and earning them legendary status among discerning collectors, as well as the honor of being one of the most desirable and competitive racing Ferraris ever built.

Few folks can afford this car.

But there's only one fella with big enough "stones" to do this.



I'd leave it "as-is" for the next Concours event he goes to.

-----  
**From:** John Kirkham [mailto:jekirkhamjr@bellsouth.net]  
**Sent:** Wednesday, September 02, 2009 8:06 PM  
**To:** agillman@aol.com  
**Subject:** Thankyou for technical help with comment

I am a buckeye myself and should join your club even though I live in West Palm Beach, Florida. I restored my 1969 TR-6 and had been tooling around in it for a couple of months when some bug sand broke loose in a gas line and jammed the float. After I put another check valve and took the carburetor all apart then put it back together. Then the carburetor poured gas into the manifold and air cleaner. It acted as if the float valve was plugged again. After taking it apart and putting it back together a dozen times and calling everyone I knew to see if they had ever experienced the same problem. Essentially the suggested plan was to take everything apart and check for a problem, the fuel pump and fuel pressure and the carburetor. I ordered a fuel pump kit, carb kit and a new float. Then I found Buckeyetriumphs.org and the technical papers. This time I followed the technical notes and carefully went over the entire carburetor. I noted a comment on page 10. "It is possible to assemble the valve with the disk rotated 180 degrees" Very good advice, however, the technical note does not tell what happens when this is done! I am an expert and I can tell you from experience the carburetor shoots gas into the manifold and the air cleaner!!! A very bad fire hazard. Thankfully I had no fire. Thank You Very Much. John Kirkham, Home town - North Benton, High School - Southeast. (in northeastern Ohio) College - Malone University, Canton, Ohio.



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**From:** The Jefferson Family [mailto:pnhnt@insight.rr.com]  
**Sent:** Wednesday, September 02, 2009 4:09 PM  
**To:** 'John Johnson'; 'Joe Lynch'; 'Bruce Miles'; 'Jim& Gayle VanOrder'  
**Subject:** Spitfire got hit...

Hi all,  
Well this was not a good weekend.



Something hit my Spitfire, right on the top of the left fender.  
I am still a bit upset.  
Anyone have suggestions?  
See you all next Monday.

R/  
Howard Jefferson  
[www.vfwpost9473.org](http://www.vfwpost9473.org)



-----  
**From:** The Jefferson Family [mailto:pnhnt@insight.rr.com]  
**Sent:** Wednesday, September 02, 2009 4:00 PM  
**Subject:** Pool/Drive

Bruce,  
Pictures of the pool party and drive.



I have a short video clip, but it will be too big to send.

R/

Howard Jefferson

[www.vfwpost9473.org](http://www.vfwpost9473.org)

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**From:** Susan J. Logan [mailto:slogan.osu@gmail.com]

**Sent:** Wednesday, September 02, 2009 1:54 PM

**Subject:** Fwd: Pictures from the 2009 Summer Party

Hello all,

I wanted to let you know that approximately \$900 from the Summer Party will be sent to The James Cancer Development Fund in memory of Eric. Thank you all so much. I also appreciate the support of the British Car Club Council and the members of the various clubs that helped put this year's Summer Party together.

Chuck Ashton has shared his pictures from the Summer Party. Thank you Chuck.

Susan

----- Forwarded message -----

**From:** Chuck Ashton <crashton@columbus.rr.com>

**Date:** Sat, Aug 29, 2009 at 1:50 PM

**Subject:** Pictures from the picnic

Hello Susan,

Thanks again for a wonderful day on your lawn. Nice weather & a great turnout of friends & their cars.

Here is a link to a gallery of pictures that I took. Feel free to share them among the Brit car folks.

[http://crashton.smugmug.com/Other/8-23-2009-Erics-Party/9381425\\_xVEam/1/628087292\\_QSWut](http://crashton.smugmug.com/Other/8-23-2009-Erics-Party/9381425_xVEam/1/628087292_QSWut)

Chuck

Chuck Ashton  
 251 N. Vine Street  
 Westerville, OH 43081

(614) 891-4693

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

**Sent:** Saturday, August 08, 2009 10:54 PM

**Subject:** New Chevy Billboards - If you love old cars, you'll appreciate them!

### New Chevy Billboards



**IT WAS THE ROAR OF YOUR ENGINE, NOT THE RING OF YOUR CELL PHONE.**



chevy.com

**Proof that your parents were actually cool once.**



**Not everyone wants a car with a bud vase on the dash.**



**Will people ever line the street to look at what you drove?**



**Remember when your cup holder sat next to you and wore a poodle skirt?**



**What would you expect from a city with a statue of a fist?**




**IT RAN ON GASOLINE, BUT IT WAS STILL ELECTRIC.**



chevy.com

**OTHER CITIES HAVE ART FAIRS.**



chevy.com

**ONE 50-YEAR-OLD THAT LOOKS GOOD WITH A SPARE TIRE.**




chevy.com

**REMEMBER THE WIND BLOWING THROUGH YOUR HAIR? REMEMBER HAIR?**




chevy.com


**As a matter of fact I do own the road.**



**Our DNA can beat up your DNA.**



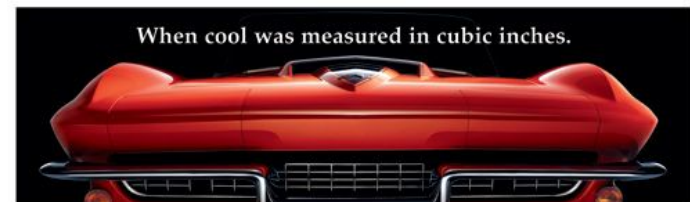
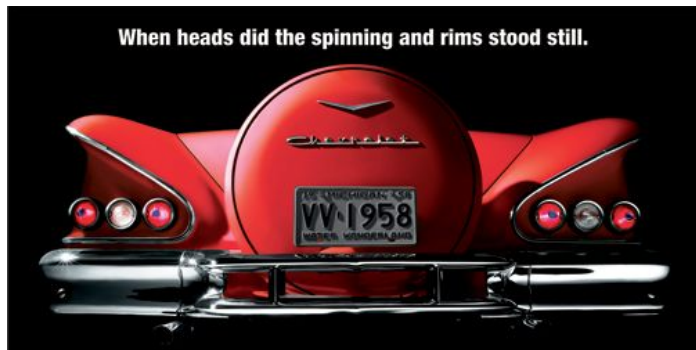
**Love those pistons.**



**IT CAME IN 17 COLORS. ALL OF THEM RED, WHITE AND BLUE.**



chevy.com



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: John VanNorman 614-565-5669 <a href="mailto:jsvannorman@gmail.com">jsvannorman@gmail.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:johnbeckyhartley@sbcglobal.net">johnbeckyhartley@sbcglobal.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@columbus.rr.com">vanordergj@columbus.rr.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	

**Events 2009 - Bill Blake**

Date	Event
Thu, Sep 24	TRials 2009 -- Long Beach Island, New Jersey
Fri, Sep 25	TRials 2009 -- Long Beach Island, New Jersey
Sat, Sep 26	TRials 2009 -- Long Beach Island, New Jersey
Mon, Oct 5	6:30p -10:00p Business and Social meeting at the Gillman's for Chicken
Mon, Oct 12	Columbus Day (Fed)
Sat, Oct 31	Halloween
Sun, Nov 1	End Daylight Saving Time
Mon, Nov 2	6:30p -10:00p Business and Social meeting
Tue, Nov 3	Election Day
Wed, Nov 11	Veterans Day (Fed)
Thu, Nov 26	Thanksgiving (Fed)
Fri, Dec 25	Merry Christmas

**Buckeye TRIUMPHS REGALIA**

- T-Shirts- Lt Grey Cotton \$14.00  
 BTC Logo - front  
 Large Wreath Logo – back
- Sweatshirts- Lt Grey Cotton \$20.00  
 BTC Logo - front  
 Large Wreath Logo – back
- Golf Shirts with embroidered logos – 100% Cotton\$35.00  
 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

**Comedy Clips**

**From:** billblake [mailto:billblake@thekayesco.com]  
**Sent:** Tuesday, September 08, 2009 4:09 PM  
**To:** Bruce Miles  
**Subject:** Old Triumph Guys



**From:** billblake [mailto:billblake@thekayesco.com]  
**Sent:** Tuesday, September 08, 2009 3:55 PM  
**To:** Bruce Miles  
**Subject:** News from Lucas!!!

UK's Lucas Ltd. To Build Electric Car

One of the United Kingdom's most enduring brands will proceed with plans to build the quintessentially British electric vehicle. Lucas, the world leader in faulty electrical components, has determined after decades of deliberation to finally push ahead with plans for an electric vehicle wholly of its own design.

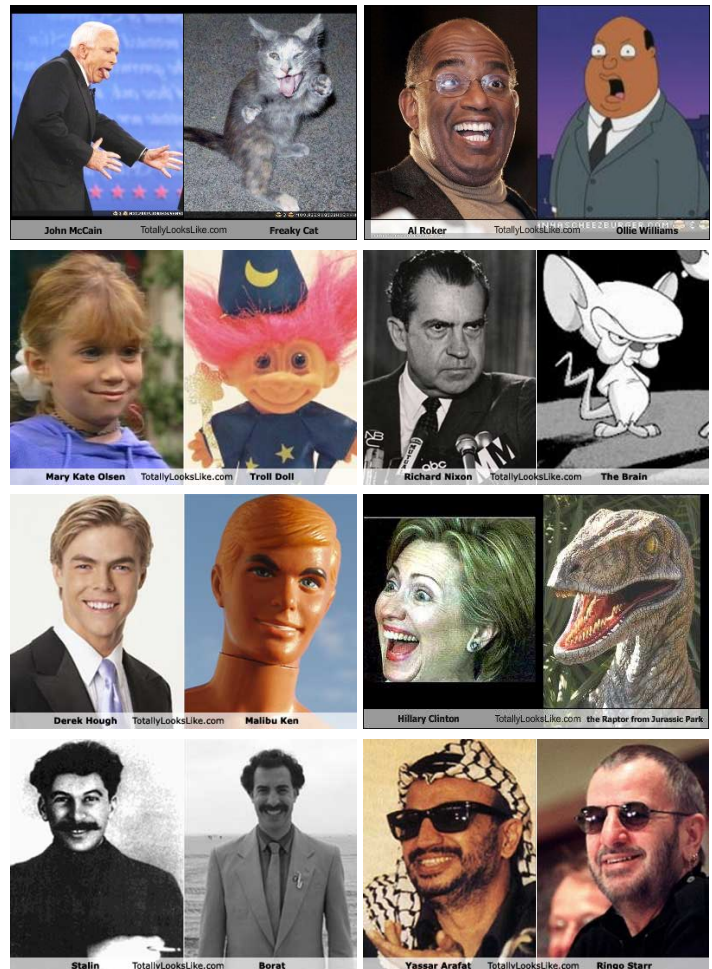
The Lucas electric car, to be called the "Prince" in homage to the company's founder, Joseph Lucas, who died in 1902, taking with him to the grave his secrets of how to make working electrical parts. Since that time, the company has been awarded more wisecracks than any other.

Lucas has led in many important innovations since, counting the first intermittent windshield wipers, the first self-dimming headlights, and the first anti-theft starter

interrupt devices among its several inventions. The company has also long extolled safe driving practices, as exemplified by its motto: "get home before dark."

Lucas's EV will be based on a design originally conceived in 1968. The company had intended to build the EV in the 1970s but the plans were thought destroyed when the company's then-chief engineer's car caught fire. The blueprints were recently rediscovered in fine shape in a back room, after having been overlooked for decades due to poor lighting.

**From:** Margo Washburn [mailto:jimbo.165@hotmail.com]  
**Sent:** Tuesday, September 01, 2009 5:19 PM  
**To:** Bob Krouse; Bruce Miles; Donald J. DePalma; Duryea; james f vanorder; Jeff T Washburn; John and Kim Johnson; John Huddy; Kim Gilbert; Patty Ziegler  
**Subject:** Look-a-likes Take 2





From: Sam Halkias [mailto:atr6racer@hotmail.com]  
Sent: Saturday, August 22, 2009 7:54 AM  
Subject: FW: Signs to bring a smile









# NOTICE

**THIS DEPARTMENT REQUIRES NO PHYSICAL FITNESS PROGRAM.**

**EVERYONE GETS ENOUGH EXERCISE JUMPING TO CONCLUSIONS, FLYING OFF THE HANDLE, RUNNING DOWN THE BOSS, KNIFING FRIENDS IN THE BACK, DODGING RESPONSIBILITY, AND PUSHING THEIR LUCK.**

Too often, we lose sight of life's simple pleasures. Remember, when someone annoys you it takes 42 muscles in your face to frown, BUT, it only takes 4 muscles to extend your arm and bitch-slap that mother@#?!&! upside the head

Pass it on...

VISIT [CURLYDAVID.COM](http://CURLYDAVID.COM)



## Classifieds

1974 Triumph rust free all parts to complete plus many extra parts. \$2,000 for all. 740-503-5319  
Contact Ron Walker, Lancaster



For Sale: '62 Triumph TR-4, running, needs brake work, black, new black top (not on), 117K miles, 4-speed, 4-cylinder, dual SU's, original seats (not on, TR-6 seats in it), carpet need work, white metal dash, wire wheels with spinners, no rust, body all good, CT2868L,



\$5,000 firm, 937-615-9398, To pick up in Piqua, Ohio with certified bank check. Car is As Is. Thanks, Jeff

---

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



---

**From:** Howard Jefferson [mailto:[hjefferson@my.devry.edu](mailto:hjefferson@my.devry.edu)]  
**Sent:** Wednesday, April 08, 2009 10:17 AM  
**Subject:** TR7 for Sale

Bruce,

There is a gentleman down the road here in Pickerington with a TR-7 for sale (please see the attached pictures). It looks like it is in good condition, no rust that I saw. His name is Gary. 614-834-0044  
If possible can you put this in the next newsletter?

Thanks R/  
Howard Jefferson



## 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)

## 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)

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